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APRIL 1977

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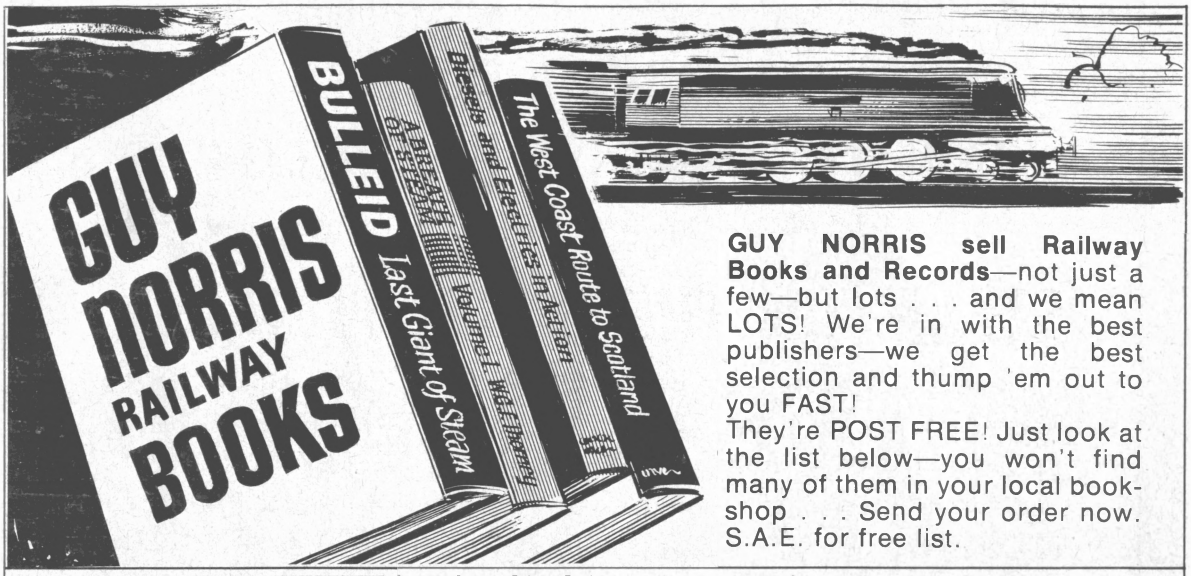

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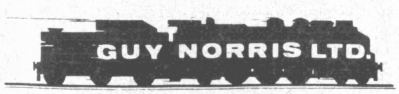

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Railway Magazine

APRIL 1977 Volume 123 Number 912

J. N. SLATER: EDITOR
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Front cover: The 10.05 Weymouth to Bristol train passing Fairwood Junction Signalbox, where the Westbury Station and avoiding lines diverge, on April 20, 1976, headed by locomotive No. 31 165

Transparency by Grenville R. Hounsell

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WORTHLESS ASSURANCE

FOR MANY YEARS NOW, CONCERN HAS BEEN EXPRESSED that British Railways has no plans for replacing its ageing fleet of diesel multiple-units on secondary and branch services with more modern rolling stock. Now, flushed with the apparent success of the "Corby Link" bus service (*RM* March, page 148), BR has prepared plans for so-called "assured" bus services to replace feeder rail passenger services and allow the elderly d.m.us their well-earned retirement. The "assurance" is said to lie in making withdrawal of these buses subject to the same statutory procedure as that for withdrawing rail passenger services (including, presumably, the services which they replace). This, it is claimed, would avoid the errors of the Beeching era when bus services regularly followed the train services they replaced into oblivion. Anyone with memories of that unhappy period will see this "assurance" as worthless and will, we hope, combine their efforts to oppose this scheme. The real answer would be to allow BR the necessary level of investment to produce a new range of diesel-electric multiple-units and retain the existing rail services.

FOOTPLATE PASSENGERS

NEWS OF THE LIFTING OF A BAN ON FOOTPLATE PASSENGERS at Bressingham Steam Museum (page 180) will be greeted with mixed feelings by the supporters of preserved railways. On the one hand there will be pleasure that the "small man" has for once bested the "men from the ministry"; on the other hand there will be concern that the removal of this ban may lead to indiscriminate footplate riding at steam centres all over the country, some of which may lack the expertise of Bressingham in maintaining their locomotives. It is all very well to quote figures, running into hundreds of thousands, of footplate passengers successfully carried without injury, but the credit of these could be wiped out by a single fatal accident on a crowded footplate. The Railway Inspectorate is rightly criticised for the furtive manner in which its inspector went about his business at Bressingham, but this should not deter it from seeking to regulate footplate riding at steam centres which, while potentially dangerous, is undoubtedly a source of pleasure to the passengers and of profit to the museums. We suspect that the Inspectorate will seek to impose its "main-line" standard of no more than one visitor on a footplate at any one time (as well as an inspector, the driver and fireman). While this may be realistic for an operational railway, we feel that it is too limited for a steam centre and would hope that some compromise between the apparently accepted figure of 12 passengers at Bressingham and the Railway Inspectorate's requirement of only one can be reached for these establishments, preferably without recourse to expensive and time-wasting litigation.

GWR
5
W

topics

West Hampstead signalbox contract placed

LONDON MIDLAND REGION of British Railways has placed a contract worth more than £500,000 with Llewellyn Construction Limited of Milton Keynes for the construction of a power signalbox building at West Hampstead, in Northwest London. This is the first major contract placed as part of the Bedford line suburban electrification and modernisation scheme (*RM* February, page 69). The box will be built on the site of a former coal yard just west of West Hampstead Midland Station. It will control multiple-aspect colour-light signalling and remotely-operated points over 70 route miles (270 track miles) between Moorgate, St. Pancras and Sharnbrook, north of Bedford, and replace 29 old signalboxes.

The main building—which will be erected on a piled foundation—is to be a single-level rectangular structure which will house the relay room and workshops. The signalling panel will be located in the console room which will form a first floor over a middle section of the main building. Behind, and linking the two levels, a two-storey block will include offices and staff facilities. Above this will be a "service pod" for the air conditioning plant and tank room. In addition to the main signalbox structure the contract includes a separate single-storey auxiliary supplies building housing generating equipment. The finish of the extensively insulated main and auxiliary buildings will be of smooth red facing bricks, while the console room will be finished with dark brown vitreous enamel steel panelled facings. Building work is to start almost immediately and will take a year to complete. Following installation of the actual signalling equipment, under separate contracts, the box is expected to be completely commissioned in the autumn of 1981.

New station in Cheshire

WORK has started on building the first completely new station authorised by Greater Manchester Passenger Transport Executive. It is at Brinnington, Cheshire, between Bredbury and Romiley on the Manchester Piccadilly–New Mills Central line. Opening is planned for the autumn.

Fire-damaged station reopened

NEW SOUTHGATE STATION, on the Great Northern suburban line to Welwyn, which was gutted by fire on Christmas Day, December 25, was reopened by the Eastern Region on St. Valentine's Day, February 14.

Railway accident report for 1975

REPORT of the Chief Inspecting Officer of Railways, Department of Transport, on the safety record of railways in Great Britain for the year 1975 has been published ("Railway Accidents", HMSO £1·35) and, in his review of the year, the Chief Inspecting Officer, Lt.-Col. I. K. A. McNaughton, points out that the total number of deaths occurring in the working of the railways during the year is now so low that a single serious accident is sufficient to inflate the total in a wholly disproportionate manner.

Col. McNaughton concludes that, although the safety record for 1975 is not unsatisfactory, he is still concerned over the amount of wanton damage caused by hooligans and the casualties among child trespassers. In addition, he points out that, as track renewal gets into arrears because of cuts in the track relaying programme, an extra burden will be imposed on all railway staff, particularly over such matters as the imposition and observance of additional speed restrictions.

BR bus plan for loss-making lines

BRITISH RAILWAYS has prepared plans to replace some of its loss-making passenger train services with buses. Two categories of service are envisaged: those that are predominantly local, which would be financed by the local authority and absorbed into existing bus networks; and those which act as feeders to the rest of the railway system, which would be limited-stop and financed by the government through the railway public service obligation grant. These latter would be operated by BR direct or under contract by the National Bus Company and the Scottish Bus Group. They would be integrated into the railway system, making guaranteed connections with inter-city services and their times quoted in the public timetables. BR believes that it could save up to £25m a year with this scheme, allowing for the cost of operating the buses.

The limited-stop bus services are being referred to as "assured" because their withdrawal would be subject to the same statutory procedure as that for withdrawal of a rail passenger service. An essential part of the plan would be the withdrawal of the National Bus Company from inter-city express routes which compete with the railway and the NBC is, understandably, opposed to this. However, BR hopes that the Department of Transport would be able to pressure the NBC into ceasing to compete with express services.

Buses replace railcars in New Zealand

ACCORDING to *The New Zealand Observer*, journal of the New Zealand Railway & Locomotive Society, New Zealand Railways is suffering so badly from failures of elderly railcars that some services have been replaced by buses. The Minister of Railways, Mr. McLachlan, has said that it is quite out of the question to order new railcars to replace the old ones, as these would have to be imported at a cost of more than $NZ22m, whereas new buses could be obtained from New Zealand manufacturers for less than $NZ3·5m.

Transport Historical Records move delayed

BECAUSE commissioning of the new building has been delayed, transfer of the British Transport Historical Records from 66 Porchester Road, London W2, to the Public Record Office, Ruskin Avenue, Kew, expected to begin in January (*RM* January, page 39), is now likely to start in May.

Model "31" hauls 105

AN 00 scale record was claimed by Airfix when one of its model BR class "31" diesel-electric locomotives pulled and reversed 105 Inter-City scale 00 coaches during a competition at the Birmingham Toy Fair.

Opposite: West Somerset Railway 14.00 Minehead to Blue Anchor train calling at Dunster on July 15 last, headed by GWR 0-6-0 pannier-tank No. 6412. A steam service over the WSR is scheduled to recommence on April 3, a week before Easter *Photo: Brian Morrison*

NETWORK OF CHANGE

REX CHRISTIANSEN SURVEYS ALTERATIONS OVER WIRRAL, MERSEYSIDE AND WEST CHESHIRE LINES

NEW BRIGHTON'S derelict Victorian pier at the Mersey mouth; the concrete mass of a new municipal and leisure centre beside West Kirby's cottage-style terminus of the Mersey Underground; Bidston Station, Birkenhead, once almost in the country, now dwarfed on three sides by the Mid Wirral Motorway and its approaches. All are symbols of changing transport in the Wirral Peninsula. For railways helped to kill the New Brighton–Liverpool summer ferry, still carrying more than one and a half million trippers in the mid-1960s, but only a sixth of that number by the time it closed in 1972; the West Kirby centre occupies the site of the Hooton branch, GWR/LMS Joint, station; and the motorway has sapped some commuter traffic from the Underground.

Bidston lost its remoteness as Birkenhead and Wallasey, once County Boroughs, spread their suburban wings. Other parts of Wirral have become commuter swollen, yet since the second world war several stations have closed and none opened, although a few new ones have been proposed.

Now the Mersey Underground is on the verge of the most radical changes in its ninety-year history, though it is at Liverpool that most improvements are being made. Here the line is being looped two miles under the City centre by a single tube. This "loop" runs from James Street via a new station at Moorfields, near the former Lancashire & Yorkshire terminal, Exchange (a shadow of its former self in recent years), and Lime Street, now Liverpool's only main-line station, to Central and back to James Street. Southport and Ormskirk electric trains will be switched to an interchange at Central over Liverpool's second new underground, the 1½-mile "Link" line, running from the Exchange approach near Sandhills Station (which will become the terminus for Wigan d.m.us). The Link trains will run forward from Central over the relaid Cheshire Lines route to South Liverpool, initially Garston, 5½ miles, though not until later this year or early 1978.

Since the closure of Central to Manchester trains ten years ago, the Underground has been out on a limb, passengers using Lime Street and Exchange stations having a quarter-mile walk to and from the Underground.

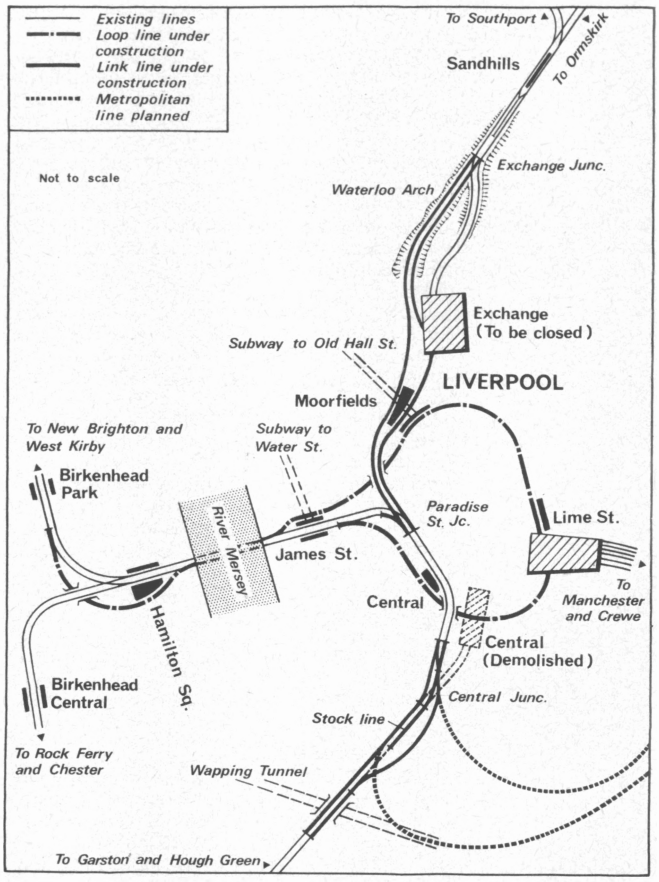


Diagram (not to scale) of the Link and Loop lines now nearing completion under Merseyside

The Loop (over which trains will run clockwise from James Street on arrival from Birkenhead) and the Link lines will give Merseyside an integrated railway system. Costing some £40 million, both lines are being built by BR and Merseyside Passenger Transport Executive, which has controlled the local railway system since 1972–3. Three-quarters of the cost is being met by the Government and after construction delays, both lines are due to open in mid-summer.

Liverpool Central (Low Level) was completely closed on July 18, 1975, for total redevelopment, and the only relic I could find among muddy

workings about a year ago was a large, rusty fan in a rock face. It used to clear locomotive smoke before the Mersey Railway was electrified—in 1903. Wirral trains temporarily reverse at James Street—the only other station in Liverpool on the original line—and special buses (with anti-fraud inspectors) ferry passengers to and from Central, close to the main shops.

The third major development is taking place deep under Birkenhead and giving yet another new feature to Wirral railways: a single-bore tunnel, which forms a burrowing junction to carry West Kirby and New Brighton trains under the Rock Ferry branch. The new stretch of line leaves the line from Liverpool just short of Hamilton Square platforms by a junction laid on March 21, 1976, and runs into a platform at a slightly lower level. Beyond, it drops on a right-hand curve to pass under the Birkenhead Central and Rock Ferry line and continues on to rejoin the original double-line tunnel towards Birkenhead Park.

Rush-hour track capacity is being increased from 24 to 36 trains (and passenger capacity from 15,000 to 26,000), which may kill the Mersey's two remaining passenger ferries from Liverpool to Birkenhead and to Seacombe (Wallasey), both already heavily losing money.

Like escalators being fitted at the city's new tube stations, and partly at Hamilton Square, Birkenhead, single-bore tunnels are new to Liverpool's rail system and, walking through them at an advanced stage of construction, their most noticeable features are sharp curves and steep gradients in places—although none worse than on the Mersey Underground.

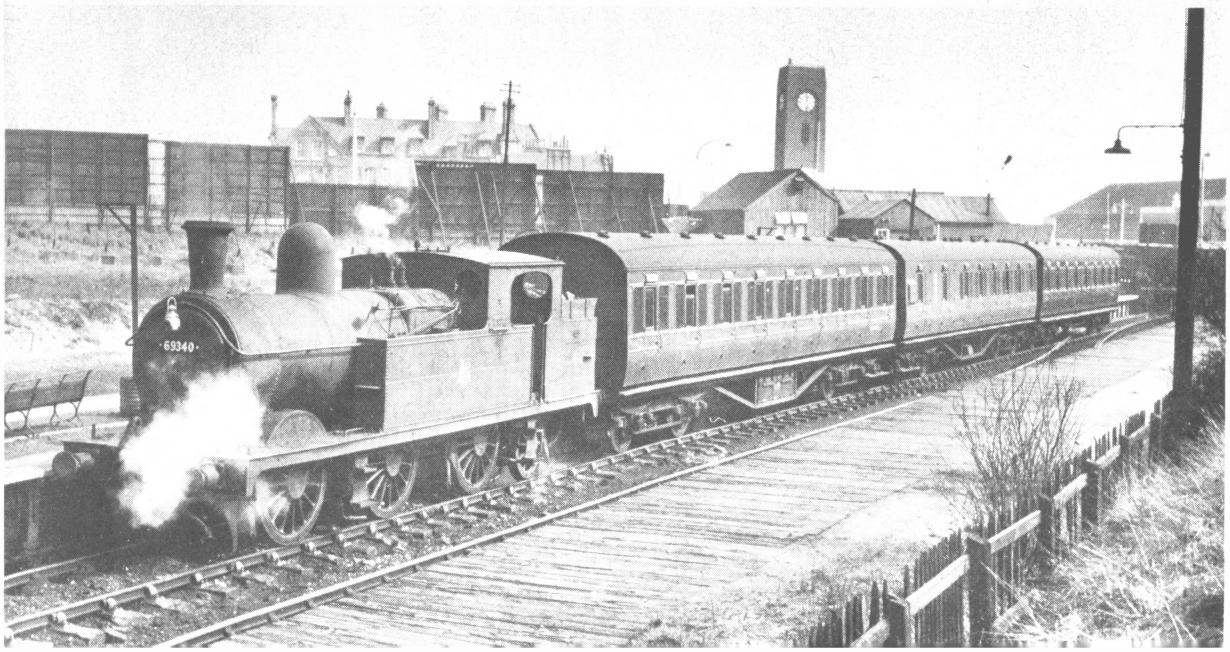
The track layout allows for the transfer of stock between Link and Loop lines; thus Wirral electrics will be able to reach Horwich Works, near Bolton, for major overhaul by a route much shorter than at present.

Although 64 three-car York-built "PEP" class "507" sets have been ordered for the Link services for delivery from 1978, the Loop service will begin operating with the 43 existing three-car sets of LMS origin, which have been fitted with emergency end doors, necessary because of the tunnel being single. Other changes have been the abolition of first class from May 3, 1971, and the introduction four months later of Merseyrail, brand image for all Liverpool's local services. The "Wirral Line" extends far beyond the Underground to Shotton, Chester and Helsby. With a $2\frac{1}{2}$-minute rush-hour frequency between Birkenhead and Liverpool, it is claimed to have the most intensive service outside London.

The electrics also got a new image: a happy smiling symbol with mouth and eyes. But not everyone smiled and nine months later it was painted out. The *Liverpool Echo* complained: "What a miserable thing to do! Merseyrail's image is already a little tarnished by the age of its rolling stock and by the homeward queues resulting from the new zonal ticket system for Wirral stations. The smiling train has been a friend to all who have inevitably smiled back at him. British Railways should reprieve him immediately."

But BR did not, and no reason was given officially for taking the smile off the trains' faces. I have heard that when the line became Merseyside PTE's responsibility, it was considered wrong for the dignified, old-fashioned train to be made a laughing image. About that time there was also talk of calling the trains "Streakers"—but that was long before a certain Test Match! Zonal tickets, mentioned by the *Echo*, were introduced on April 23, 1972, to replace returns, forcing passengers without season tickets to double book for short journeys.

Another change has taken place at Birkenhead Park Station (once known as Pneumonia Junction because of icy winds that slice into its shallow



Former Great Central "N5" 0-6-2 tank engine No. 69340 at Seacombe, terminus of the erstwhile Wirral Railway, on March 31, 1956, with a Wrexham train

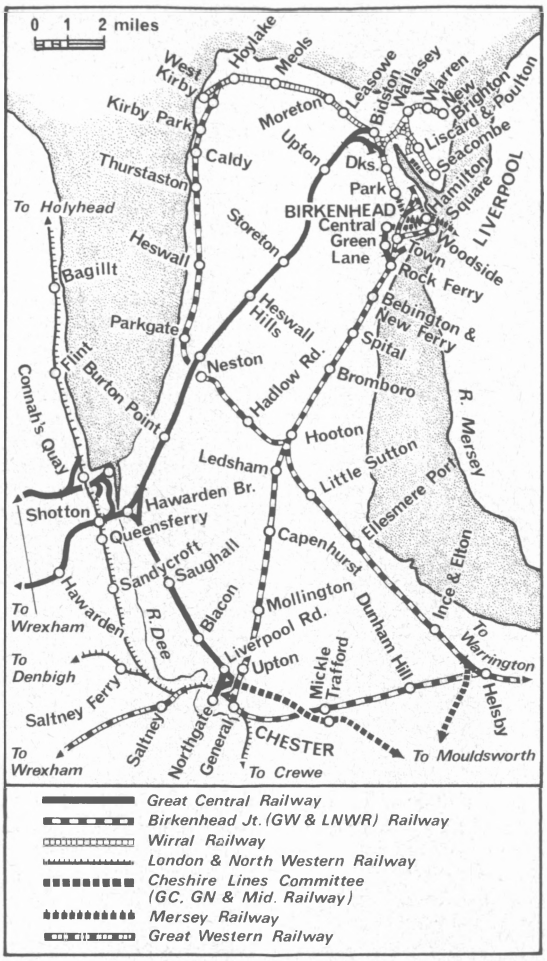
Photo: Stanley Creer

cutting). The inside tracks of the two island platforms have been replaced by a single bay with passenger access on both sides to allow the quick turn-round of Liverpool shuttle trains in the rush hour. New Brighton and West Kirby trains now use the outer faces of both platforms.

Despite the Loop's construction, no plans have been approved for extending electrification in Wirral. The small town of Neston has pressed for it to be extended from Bidston, claiming priority over third-rail extension between Rock Ferry and Hooton and ultimately Chester. This has been surveyed and costed in detail, together with plans for extra stations. On Chester's outskirts there are plans for moving Upton Station a quarter of a mile closer to the City Centre to serve large hospitals and residential areas. But Cheshire Public Transportation Committee has rejected a scheme to re-open Mollington, its neighbour to the north, notwithstanding a retired farmer offering to build a wooden platform for £1,000 —one fiftieth of the BR estimate.

Although the Chester & Birkenhead is stated to carry more passengers than the Wrexham line via Neston, it has suffered major economies in recent years. Birkenhead's cavernous Victorian terminal, Woodside, closed on November 5, 1967, soon after the withdrawal of Birkenhead–Paddington express and sleeping-car services on completion of the Liverpool–Euston electrification. Diesel multiple-unit services to Chester and Helsby were cut back nearly two miles to Rock Ferry, Birken-

Photo: Gordon Whiting



Railways of the Wirral Peninsula, showing pre-grouping ownerships. Left: a portion of the single-track tube tunnel of the "Merseyrail" Loop line, at this point underneath Bold Street, Liverpool

head, where, for years, most passengers have preferred to change to frequent underground connections. Woodside was convenient only for the Liverpool ferry and the town's main bus station. Subsequently Rock Ferry was improved, car-parked and much of the four track semi-main line track layout reduced.

The Chester & Birkenhead's second decline has been in freight (running through Rock Ferry to the docks), because of the growth of container-ship fleets, which have to use the specialist berths at the new Royal Seaforth Dock across the river at Bootle. But "it is an ill wind", and the reduction in rail dock traffic has virtually solved one problem: delays to road traffic between Birkenhead and Wallasey, especially frequent bus services using opening bridges, where hold-ups are often compounded by ships passing through. The single track across the Penny Bridge, beside the Bidston Dock ore terminal, has gone, but trains still cross bridges and shunt across the three main roads between the towns.

Flyover approaches to the Birkenhead–Liverpool road tunnel offer grandstands from which to see a

virtual wilderness of former carriage and other sidings and the double-track Woodside approach. One road bridges the ruins of Birkenhead Town Station (closed May 7, 1945—the day on which Germany surrendered—and from which I stepped on to my first footplate: "Bulldog" 4-4-0 No. 3366, long shedded locally, during the previous winter). The derelict entrance to the 565-yd. tunnel into Woodside Station can also be seen.

Lever Brothers soap works at Port Sunlight, between Bebington and Spital, still generates traffic from its own network and the station beside the works is open, while the old Birkenhead Joint line serves some of Britain's largest oil refineries at Ellesmere Port, used by daily block trains. Surviving, too, are the Rock Ferry–Hooton–Helsby diesels, which run through the heart of the refinery complex. North Wirral coal goes to a concentration depot, with a capacity of 120,000 tons a year, opened at Birkenhead North in 1971 close to the Underground carriage sheds.

Until 1956, Hooton was the junction for local trains using the single Joint branch to West Kirby via Neston and Parkgate. Complete closure followed in 1962 and, after Mogul No. 42936 and other locomotives finished pulling track-lifting trains two years later, the branch began a new life as Britain's first Country Park, developed by Cheshire County Council with Government financial help. Hadlow Road Station, Willaston, has been restored as a pleasantly evocative museum, glass panels replacing the wooden partition between the booking hall and office to let visitors see the booking office as it used to be.

The Park runs the entire length of the branch, with the exception of trackbed at Heswall, sold for housing before the Park was created. The headquarters, on the site of out-of-the-way Thurstaston Station (platform ends visible), by the Dee estuary, has thousands of visitors: probably more in a year than the railway saw in a decade. A railway "Castle" will form an integral part of plans to extend the Park round the North Wirral coast to Wallasey, where the Council paid £113,000 for the partly-historic Leasowe Castle, which was a popular Railway Convalescent Home from 1910 until demand ceased in 1971.

Most changed of the pre-Grouping systems is the former Great Central from Wrexham to Chester and Bidston, and Bidston marshalling yard and shed. The northern tip from Bidston to Seacombe (a former Wirral Railway branch), closed to passengers on January 4, 1960, when d.m.us replaced steam with a revamped service, Wrexham trains being switched from Seacombe to New Brighton and the service supplemented by a new one between New Brighton and Chester Northgate direct, cutting out the traditional change at either Hawarden Bridge, beside the Steelworks, or Shotton High Level—a station where a new book (on music) bought at Chester provided the author with a perfect foil for the frustration of a two-hour wait because of a missed connection on a wartime winter's night!

Changing face of Liverpool railways in February, 1976. Just north of Exchange Station the Link line (left) dives steeply underground, heading for Moorfields Station, which will replace Exchange. On the older tracks (right) is a Southport or Ormskirk electric train with a Wigan d.m.u. in the siding beyond it

Photo: Gordon Whiting

Photo: Rex Christiansen

Photo: Rev. Graham B. Wise

Steam survived on the former Wirral Railway Seacombe branch until closure to passengers in 1960: 2-6-2 tank No. 40110 leaves the branch at Seacombe Junction on a Wrexham local; on the right is the branch to Bidston Dock ore terminal. Right: motor Open Brake Second No. M28686M heads the 14.56 New Brighton to Liverpool Central Low Level train into Birkenhead North on April 16, 1975. New doors have been cut into the ends of these e.m.us to comply with the regulations for running in single-track tube tunnels

An intensified diesel pattern did not produce the number of passengers anticipated and Chester Northgate–Hawarden Bridge closed to passengers on September 9, 1968. Although the branch remains open to freight, agitation to revive passenger trains has not been productive, possibly because local population is small, apart from Blacon, which is within Chester itself. And Deeside's links with Chester were strengthened by the re-opening of Shotton Low Level, on the Chester & Holyhead line, in 1972: there is talk of electrification being extended from Bidston to High Level (via Neston) to give the staggered Shotton stations new life as a Merseyside–North Wales interchange.

There have been suggestions of diverting Chester–Wrexham locals via Shotton High Level to allow closure of the GWR's more direct, less-populated route, because of Gresford Bank being costly to maintain due to subsidence. A spur would be needed at Chester to get the trains from the Cheshire Lines into General, the City's only station since the closure of Northgate in 1969.

Wrexham–New Brighton diesels were diverted to Birkenhead North in January, 1971, to give connections from New Brighton, as well as West Kirby trains, and also because of growing public desire to cold-shoulder Bidston, which, even BR admitted, was often claimed to be the draughtiest station in England. Perhaps the low motorway embankment has taken the wind out of that contention.

The two lines which join at Bidston have had economies recently. Late in 1975 Moreton and Manor Road (Meols) stations on the West Kirby line began closing on Sundays, and from March 1, 1976, the Wrexham Sunday service was halved and winter services withdrawn between Bidston and New Brighton. While Wirral's towns and villages have expanded they have become commuter based, and remain sleepy on Sundays.

Tourist interests in New Brighton are sensitive to railway changes, possibly remembering that it had a daily through-coach service to Euston via West Kirby and Hooton before the last war. Wrexham locals give New Brighton a fillip on summer Sundays, using a quarter of a mile spur between west and north junctions, once followed by the Seacombe locals, and LNER freight locomotives, which turned after arrival at Bidston marshalling yard.

Fortunes of the Wrexham–Bidston line hinged to some extent on the future of steel making at Shotton, where half the 12,000 workers have been threatened with loss of jobs for several years. Shotton's ore arrives from ships using a special berth in Bidston Dock, Birkenhead, served by a line laid parallel from Seacombe Junction to the old branch. The sidings are close to the former Docks branch, now part of the Wallasey–Liverpool road tunnel approach road complex, which ran to the dock lines near the Penny Bridge, Wallasey.

The ore trains have transferred the status of Wirral's heaviest-used freight line from the Chester & Birkenhead to the Great Central. Plans for a much larger ore berth at Morpeth Dock, Birkenhead, were scrapped in 1975, but the Bidston traffic remains healthy. Some people living near the line at Birkenhead got rates reduced by £2 a year after complaining of noise and disturbance caused by the trains, loaded up to 1,000 tons.

Shotton's steel output has almost quadrupled since the war and, while its future remains partially threatened, a new steelworks of more modest size (employing some 350 people) occupies the site of the old Bidston marshalling yard and shed between Bidston and Birkenhead North: a yard where I watched wartime freights queue for entry.

The Seacombe branch has virtually disappeared, mostly being swallowed up by the deep approach road between the road tunnel and the Mid Wirral Motorway, which follows the track alignment past the site of Liscard & Poulton station, between two over-bridges. A curious survival at Seacombe is the road bridge beside the station site, fully developed with flats.

While its railways may have shrunk, Wirral has become nationally known through special trains run by the Wirral Railway Circle, formed in a Birkenhead vicarage in 1968. Sometimes its specials do no more than chuff round the now restricted dock lines at Birkenhead or Ellesmere Port, but one has circled Britain (as described in *RM*, October 1974) using rather more pre-Grouping lines than those which once gave surprising variety to so small and compact an area as the Wirral Peninsula.

PETER R. G. KENNARD, OVERSEAS TOURS ORGANISER OF THE WARWICKSHIRE RAILWAY SOCIETY, RECOUNTS A SUCCESSFUL TOUR OF EAST GERMANY IN SEARCH OF STEAM

'GRICING' BEHIND THE CURTAIN

LAST year we decided to change the venue of our annual Eastern European Tour, from Poland, which we had visited in 1974/5, to the German Democratic Republic (East Germany). This change was prompted by reports of relaxation in the photographic regulations of the GDR in respect of railways, and also information on the imminent demise of various classes of steam locomotives, especially "01.20" and "03.10" Pacifics, and post-war "035" and "065"s. It was therefore with a great deal of optimism—and, I might add, a little wariness—that Warwickshire Railway Society Committee members met the group when it assembled at London Victoria on Friday, May 7, last.

An uneventful journey overnight on the Folkestone–Ostend ferry brought us eventually to Cologne, where we breakfasted, and where the decline of Sterling was very abruptly brought home to us by the price of everything. We then continued via Duisburg, Dortmund, Bielefeld and Hannover to the GDR border at Marienborn, our only glimpses of Deutsche Bundesbahn (German Federal Republic) steam being an "044" at Löhne and several "044"s and "050"s (all 2-10-0s) at Lehrte, just outside Hannover.

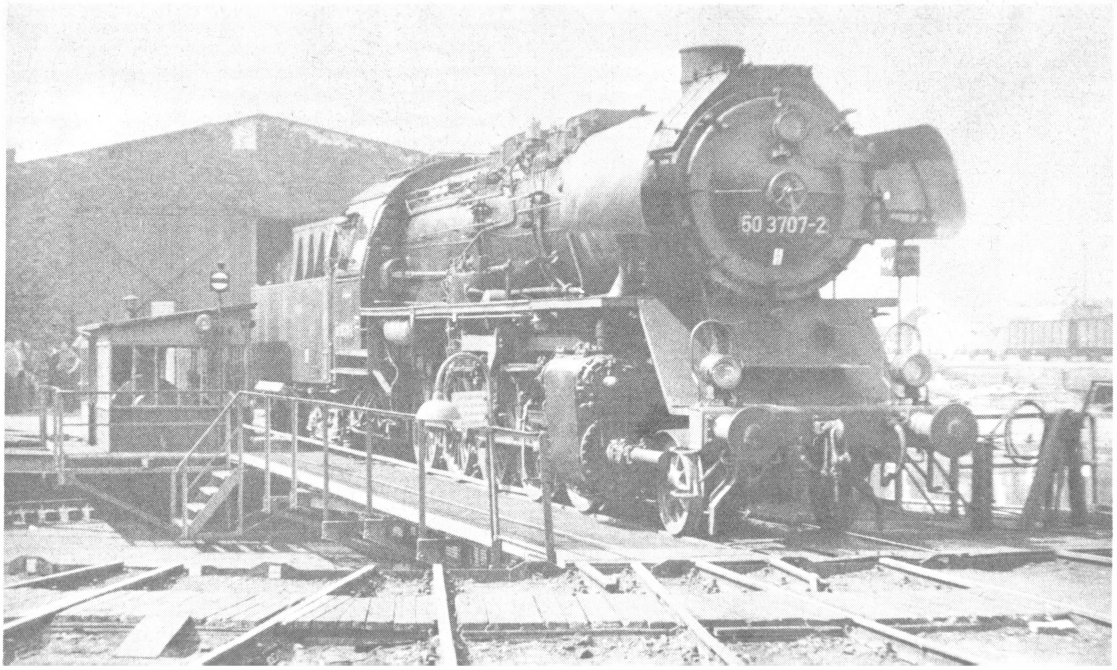
Despite having been issued with visas in advance, we were still required to complete several formalities at the border, and twenty-nine pens glowed red hot so that we would finish in time to make the local train to Magdeburg. This was accomplished by the skin of our teeth and so began, for some of us, our first journey behind the "Curtain". Unfortunately, we were hauled in a train of six- and eight-wheelers by a class "110" diesel; steam (a "050" 2-10-0) was, however, observed at Eilsleben.

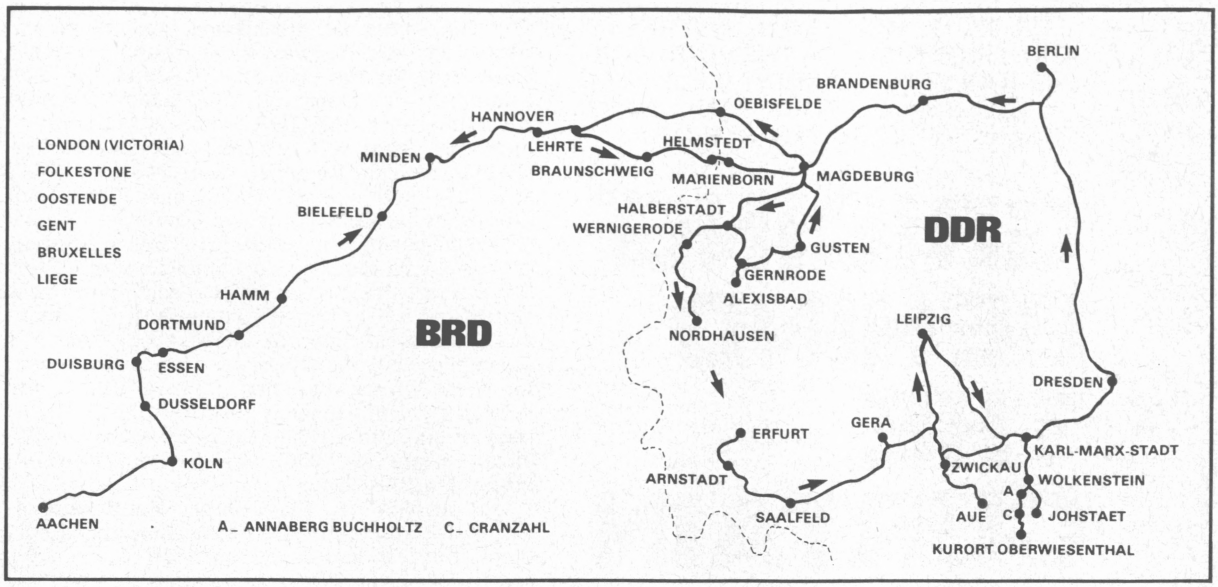
On arrival at Magdeburg Hauptbahnhof, despite the absence of our official Berolina Guide, those of us who had stayed there before conducted the party to the Hotel International, where we eventually met our guide, Dieter Zeiggel. With all formalities completed, and a meal inside us, most of us returned to Magdeburg Hbf for the evening to photograph anything available, our photographic permit having arrived before our Deutsche Reichsbahn guide. Having observed locomotives of classes "01.05" (4-6-2s); "041" (2-8-2); "050", "052" and "044" (two- and three-cylinder 2-10-0s), we retired for an early night.

Sunday morning saw the arrival of our DR guide, Peter Eickel, who, as time progressed, emerged as a remarkable source of knowledge of DR locomotives, followed by our subsequent departure for Halberstadt (hauled by another "110" diesel). Here we made a visit to the depot, where after

Class "50" 2-10-0 No. 50.3707-2 is turned at Halberstadt Depot before going on shed

Photo: J. Chalcraft





Route taken by the Warwickshire Railway Society on its visit to East Germany in May, 1976. BRD = Bundes Republik Deutschland (West Germany); DDR = Deutsches Demokratische Republik (East Germany)

waiting for our depot guide to finish his lunch, we noted and photographed locomotives of classes "050.30", "041", "035" (stored) and three examples of "03.20" Pacifics which, as it was Sunday, were not in steam, but as we subsequently observed worked Monday–Friday to Magdeburg (one of these was No. 03.2154, the first streamlined Pacific of Reichsbahn design). Previously we had noted various engines of class "050" at the depot at Oschersleben and *en route*, and we managed to photograph several of these on freights at Halberstadt and Wernigerode, which was our next destination.

There is no standard-gauge depot at Wernigerode and our attention was centred on the metre-gauge depot there. One of the massive 65-tonne narrow-gauge locomotives of series 99.72XX (2-10-2 tank) worked on with a short freight and we also saw an engine of series 99.610X (0-6-0 tank, 1914, one of two) plus a unique 2-6-2 tank of 1939, *ex*-Nordhausen–Wernigerode Eisenbahn, No. 99.6001, on a standard-gauge transporter wagon, destination unknown.

We then joined the narrow-gauge train for the 60-km. (37-mile) journey to Nordhausen, passing several other 99.72XX locomotives at intermediate stations. At several points *en route* the border with West Germany is very close and no photography is allowed, with the windows of the train being closed on that side, although neither of these regulations seemed to be closely observed. On arrival at Nordhausen we saw the standard-gauge depot in the distance with several examples of class "065.10" (2-8-4 tank) present. We continued to Erfurt by coach, there being no train available at that time.

Monday saw a change in our programme, because, due to a Ministerial visit, Saalfeld Depot was closed on Tuesday, and thus our visit was brought forward. We travelled by train via Arnstadt to Saalfeld, being hauled there from Arnstadt by a class "065.10" 2-8-4 tank. Saalfeld Depot was very quiet in comparison with our visit in 1971: sadly, there were no locomotives of class "038" (Prussian "P8" 4-6-0) or "058" (Prussian "G12" 2-10-0) about. However, there was plenty of activity in the area and classes "01.05", "041", "044.0" (oil-burners), "050.30", "065.10" and "095.0" (Prussian "T20" 2-10-2 tank oil-burners) were duly photographed. Indeed it seemed rather strange to see "01.05" Pacifics working tender-first on what obviously were originally "P8" turns. After staying several hours and exposing much film, we eventually departed for Karl Marx Stadt via Gera.

Next day we again re-arranged the schedule, thereby avoiding the necessity of a 5 a.m. start, much to the relief of our one lady member. Firstly, we travelled to Zwickau where an impromptu depot visit was arranged, Herr Eickel, our DR guide, having once been a fireman there. Much to our delight an *ex*-Prussian "G12", DR class "058", three-cylinder 2-10-0 was marshalling a freight for its home depot of Aue, and we were able to record it shunting before it departed, unfortunately, tender-first. Other classes present were numerous withdrawn "050" 2-10-0s and one out-of-use "086" 2-8-2 tank; also working "050" 2-10-0s, although the depot no longer has an active steam allocation.

Just before midday we caught the train, "110"-hauled again, for Aue and on passing the depot noted several active class "086"s. Unfortunately

Photo: A. Blaylock

With plenty of smoke (as requested), class "086" 2-8-2 No. 86.1126-1 blasts out of Aue with a train to Annaberg-Bucholz

we were unable to visit the depot because of rebuilding work, but the Shed Master kindly arranged for locomotives of classes, "086" and "058" to be positioned in the station for photography. We also managed to photograph several local passenger departures for Annaberg-Bucholz and Johann Georgenstadt, all "086" hauled with smoke by arrangement! Then, due to a commitment for dinner in Leipzig, we travelled back to Zwickau where we changed traction from diesel to electric. Having noted steam at Werdau and Altenburg, we were admiring a narrow-gauge industrial system with fireless steam and steeple-cab electric locomotives just north of Altenburg when disaster struck: following an electric storm the "juice" was off and we were stranded for a couple of hours! Fortunately our meal was saved, but our arrival back in Karl Marx Stadt was very late—or early, dependent on your point of view.

We were up at the crack of dawn on Wednesday for the start of a marathon narrow-gauge "bash". Travelling via Flöha to Wolkenstein we photographed a class "086" departing for Annaberg-Buchholz before moving to the adjacent narrow-gauge depot and station. The only engine present was Meyer 0-4+4-0 tank 99.1590, which was being coaled. This 750 mm. (2 ft. 6 in.)-gauge system runs to Jöhstadt, a distance of 23 km. (14 miles), which takes 1¼ hours. Our party proved to be the bulk of the passengers on this day and the natives were astonished to see thirty people alighting at the intermediate watering-stop for photographs.

After arrival at Jöhstadt, where several other Meyers were stored, one *ex*-works, we were met by our hired coach which took us to our next destination, an intermediate station on the Cranzahl–Oberwiessenthal line. This line is worked exclusively by 99.17XX 2-10-2 tanks built in 1952 as an improvement on a pre-war Reichsbahn design, with a top speed of 50 k.p.h. which is quite good for a 750 mm. gauge. We continued to the terminus at Oberwiesenthal, the highest point in the GDR, which is a spa town and boasts a funicular railway. However, our efforts were concentrated on the small depot containing two locomotives, one under repair, and the station buffet for lunch, in liquid form!

We then travelled back the complete length of the railway, crossing one train *en route* and noting another engine shunting timber. This proved to be quite an interesting line 17·3 km. (10½ miles) long, very close to the Czech border, with distant views of the Czecho Chomutov–Vejprty line. The terminus at Cranzahl had a small narrow-gauge depot with six locomotives, one *ex*-works and one off to Gorlitz on standard-gauge transporter. Back to Karl Marx Stadt (under reconstruction) via Annaberg-Buchholz—where we visited the depot with its allocation of "086"s—electric traction to Dresden concluded a busy day.

Thursday saw us with a leisurely start, by visiting Dresden Neustadt freight station to purchase several locomotive and works plates. These, while very nice on the wall at home, proved most awkward to handle, and there were some who regretted that they had bought so many, having to carry them for the next four days! Business concluded, we stored the plates and adjourned to the bridge over the Elbe for a morning of photography. Here we saw "050"s, "052"s, an "035" 2-6-2 and "01.20" Pacific on a Berlin train and, with trams on the road bridge, had quite a good bag!

At lunchtime we took the tram to a lineside

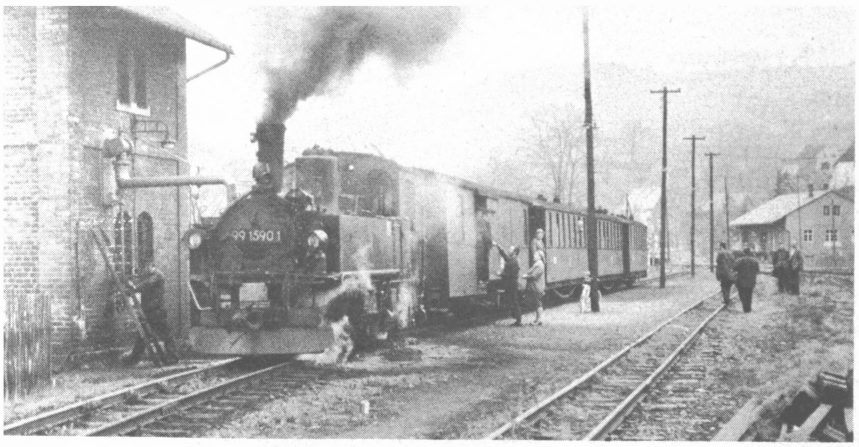


Photo: A. Blaylock

At Steinbach, on the 750 mm (2 ft. 6 in.)-gauge line from Wolkenstein to Jöhnstadt, 0-4+4-0 Meyer tank No. 99.1590-1 takes on water

location near Dresden Klotzche, which is on quite a steep grade, about 1 in 80, where we photographed several freights hauled by "052.80" 2-10-0s (rebuilt "Kreigsloks"). A standard-gauge fireless locomotive was noted shunting nearby, but proved impossible to photograph. We then returned to Dresden Hbf for a meal, before our departure, sadly behind a diesel of class "118", for Berlin. We did however manage to photograph an 03.20 Pacific. On the very crowded, very hot train, between visits to the buffet we saw several 99.17XX series 2-10-2 tanks at the narrow-gauge depot at Radebeul Ost, and standard-gauge steam at Elsterwerda and Doberlug Kirchbain. The usual slow approach to Berlin was made and we arrived at Berlin Ostbahnhof late.

We were met by coach, and after booking-in and dining at the Hotel Stadt Berlin, some of us adjourned via the S-Bahn (suburban electrified line) to Ostbahnhof again, where very little steam (one "01.05") was in evidence. That night, being up on the 34th floor, some of us were a little nearer to our Maker than we had been for a long time!

Next morning saw us at Berlin Ostbahnhof again for photography, but steam again was in short supply, so we moved on the Ostkreuz station for a period. A short sightseeing tour of the city then followed, before we travelled out to Berlin Schöneweide for the evening train to Magdeburg. We were scheduled to visit Schöneweide depot, but as the turntable was under repair were unable to do so. However, we viewed a large line of some twenty stored "52"s, many in *ex*-works condition. An unveventful run to Magdeburg via the Berlin loop line, Potsdam and Brandenburg (thus avoiding West Berlin) saw us back at the Hotel International. Berlin had proved a little disappointing as "01.20"s were in very short supply and "03.10"s non existant, although we have subsequently learnt that they are all stored in Berlin. Steam traction over parts of the S-Bahn has also ceased.

To compensate our disappointment over Berlin, we did some night photography at Magdeburg Hbf, much to the amusement of locals and party members alike, recording "041" 2-8-2s and "03.20" Pacifics. Next day, Saturday, we travelled again to Halberstadt and thence to Quedlinburg. Here, because of track work, we caught the alternative bus service to Gernrode, the object of the exercise.

From Gernrode we took the metre-gauge line to Alexisbad, being hauled by a 99.59XX series 0-4+4-0 Mallet tank, of which there are five only, built 1897 onwards. We alighted at Alexisbad, photographed the departure of our train and then went for refreshment to lubricate parched throats and get out of the sun.

At around 12.00 came the daily rush period, with arrivals from Gernrode, Strassburg and Harzgerode within half an hour. We returned to Gernrode double-headed by one of the original Mallets, plus No. 99.5906, a slightly modified locomotive of 1918 vintage. We returned to Magdeburg via a circuitous route, through Frose, Aschersleben, where we managed to photograph several "065" 2-8-4 tanks on the shed (conveniently situated at the end of the platform)—despite the ministrations of a three-star DR official (aged, female) who could not understand why on earth we wanted to go to that end of the station at all—and Gusten, where we paused to photograph a "065"-hauled departure for Aschersleben.

At Magdeburg a few last photographs were taken and we then gathered for our final meal in the GDR, colloquially known as the "Last Supper," after which, having been joined by an additional member travelling on the group ticket, London–Magdeburg return, we boarded the overnight train to Cologne.

This journey turned out to be a tour organiser's nightmare. The first part of the saga occurred before the train had left Magdeburg. On presentation of our *Couchette* tickets, I was politely informed that, due to the decline of Sterling, we owed Mitropa another 80 Marks and, if we did not pay, out we would go, so pay we must. This was not easily achieved because most people had run down their GDR currency as its export is

forbidden, and in any case nearly everybody had "hit the sack", so there was a frantic scramble to raise the necessary sum. This was duly achieved and we settled down and some actually got to sleep! However, further trouble was in store at the frontier station of Oebisfelde, where everyone was awakened for a passport check. During this, our newly-joined colleague was found not to have the correct exit documents, and so was removed from the train for further investigation. Unfortunately, he was detained too long and the train left without him (he was released the following day and got home alright), so it was about 02.30 before tour leaders got to bed.

We awoke near Cologne at about 06.00 and on arrival at the Hauptbahnhof quickly retired to the station restaurant for ham and eggs. For some members gricing was not finished, as we had arranged to visit Stolberg depot where it was understood that a rail tour was due to start. Regrettably, this had been cancelled, but 24.083 and several class "050"s of Stolberg's steam reserve were present and duly photographed. We then rejoined the rest of our party in reserved accommodation on the Vienna–Ostend Express at Aachen. Arrival in London, after a calm crossing, was a little late, as a result of the customary SR Sunday diversions, at about 20.30.

The trip had proved highly successful: 14 different types of standard-gauge and seven classes of narrow-gauge locomotives had been seen, and the only disappointment was the lack of steam runs imposed by our tight schedule.

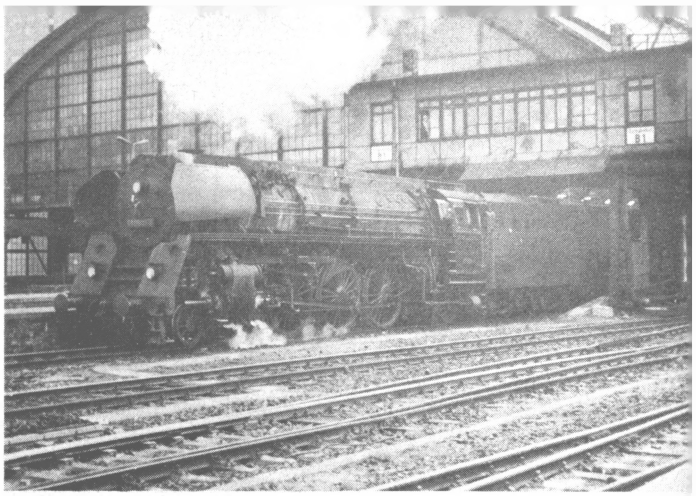


Photo: A. Blaylock

Rebuilt "01" Pacific, now classified "01.05", No. 01.0509-8 leaves Berlin Ostbahnhof with an empty stock working through the East-West corridor

However, the GDR is to be well recommended for quality and quantity of steam, provided the regulations pertaining are reasonably followed. Nevertheless dieselisation is proceeding, with "110"s taking over many minor turns, and while steam is spread throughout the system its numbers are steadily diminishing with only the more modern classes and rebuilds remaining.

In conclusion, our thanks go to Mr. R. Price, of British Railways, Birmingham; Berolina Travel of London, which made the arrangements within the GDR; and our two guides who worked so hard to ensure the success of the trip.

PRINCIPAL PARTICULARS OF REMAINING DR LOCOMOTIVES

Class	*Wheel arrangement*	*Introduced or rebuilt*	*Driving wheel diameter, mm.*	*Cylinders mm.*	*Boiler pressure, Kg. per sq. cm.*	*Grate area, sq. m.*	*Weight, tonnes*	*Max. service speed, k.p.h.*	*Original numbers of class*
Standard Gauge									
01·20	4-6-2	1925 Rebuilt	2,000	600×660	16	3·96	108·9	130	01.001–241
01.05	4-6-2	1961 on 1930 rebuilt	2,000	600×660	16	4·88	111·0	130	01.0501–35
03.20	4-6-2	1962 on 1955 formerly	2,000	570×660	16	3·97	100·3	130	03.001–298
035-10	2-6-2	class 2310 1936 rebuilt	1,750	550×660	16	3·71	84·0	110	231001–113
041	2-8-2	1961 on	1,600	520×720	16	3·89	101·5	90	41.006–366
044	2-10-0	1926	1,400	(3) 550×660	16	4·55	110·2	80	440001–1858
050 (Std)	2-10-0	1939	1,400	600×660	16	3·89	86·9	80	50.0001–3171
050.30 New DR	2-10-0	1956 Rebuilt	1,400	600×660	16	3·71	85·9	80	50.3501–708
052.80	2-10-0	1960 on 1917	1,400	600×660	16	3·71	—	70	52.8001–220
058.10	2-10-0	Prussian G12 Rebuilt	1,400	(3) 570×660	14	3·88	95·7	65	58.1001–2148
058.30	2-10-0	1958 on	1,400	(3) 570×660	16	3·71	97·2	70	58.3001–56
065.10	2-8-4T	1954	1,600	600×660	16	2·04	113·0	90	65.1001–88
086.0	2-8-2T	1928	1,400	570×660	14	2·39	88·5	70	86001–966
095.0	2-10-2T	1922	1,400	700×660	14	4·30	127·4	65	95001–45
Metre Gauge									
99.6001	2-6-2T	1939	1,000	420×500	14	1·56	45·3	50	1 only
99·6101/2	0-6-0T	1914	800	430×400	14	1·5	30·3	30	2 only
99.5901	0-4+4-0T	1897	1,000	(4) 285/425×500	14	1·39	33·8	30	99.5901–5
99.5906	0-4+4-0T	1918	1,000	(4) 280/425×500	12	1·36	34·4	30	99.5906
99.7231	2-10-2T	1954	1,000	500×500	14	2·80	65·00	40	99.231–47
750 mm. Gauge									
99.15XX	0-4+4-0T	Rebuilt 1962 on	760	240/370/400×380	15	0·97	29·00	30	99.511–608
99.17XX	2-10-2T	1952 on	800	450×400	14	2·57	58·00	50	99.771–94

FOSSIL FUEL FOR NUCLEAR TRANSPORT

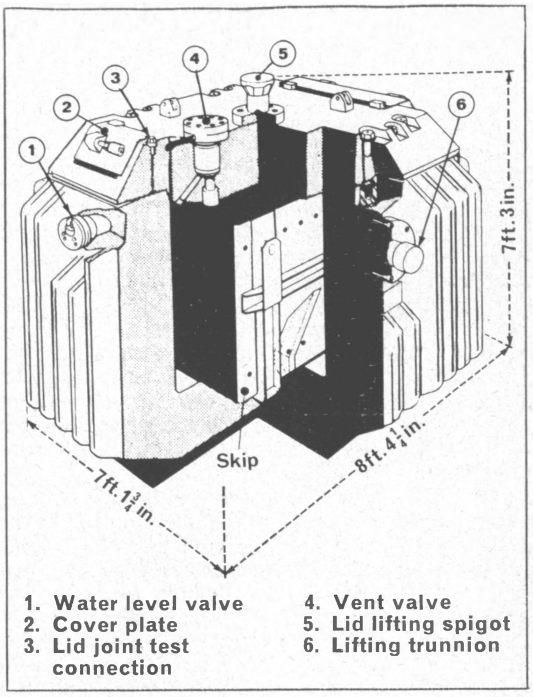
J. P. DEAR DESCRIBES BRITISH NUCLEAR FUELS SYSTEM AT WINDSCALE, IN CUMBRIA, STILL USING A COAL-FIRED STEAM LOCOMOTIVE

WINDSCALE WORKS of British Nuclear Fuels Limited, on the Cumbrian Coast at Sellafield, between Ravenglass and Whitehaven, is one of this country's principal centres of nuclear industry. The plant chemically reprocesses irradiated fuel elements. Just across the River Calder, on its south side, is Calder Hall nuclear power station.

Nuclear power was in its infancy in 1946 when the site was chosen for its remoteness from large centres of habitation but with good connections by rail. The factory is adjacent to the Carlisle–Barrow main line, which is linked to an internal rail system, of about 1½ miles length, incorporating sidings originally laid down in 1946 to convey materials for construction of the now obsolete Windscale Piles and the first separation plant.

Today, the system is mainly to carry containers of irradiated fuel and bulk supplies of nitric acid, which is used in the separation process. Up to three tons of spent Uranium fuel elements, in a skip, are transported inside a heavily-shielded 47½-ton mild-steel flask. The skip is immersed in water and the flask has external fins to dissipate the heat produced by radioactive decay within the spent fuel. The flask, provided by the United Kingdom Atomic Energy Authority, is designed to conform to the regulations of the International Atomic Energy Agency: radiation therefrom is insignificant—as it must be for transporting to and fro over a public system.

There are 30 large bogie wagons specifically carrying these flasks from Magnox nuclear power stations in England, Scotland and Wales; and from the Latina power station near Rome and the Tokai Mura station in Japan, the last two via Barrow Docks, where the containers are loaded directly between specially-fitted ship and the rail wagons. Though there may be up to eight flasks in a train, the number usually is smaller because of widespread sources of the fuel, and on average about five are handled weekly at Windscale.

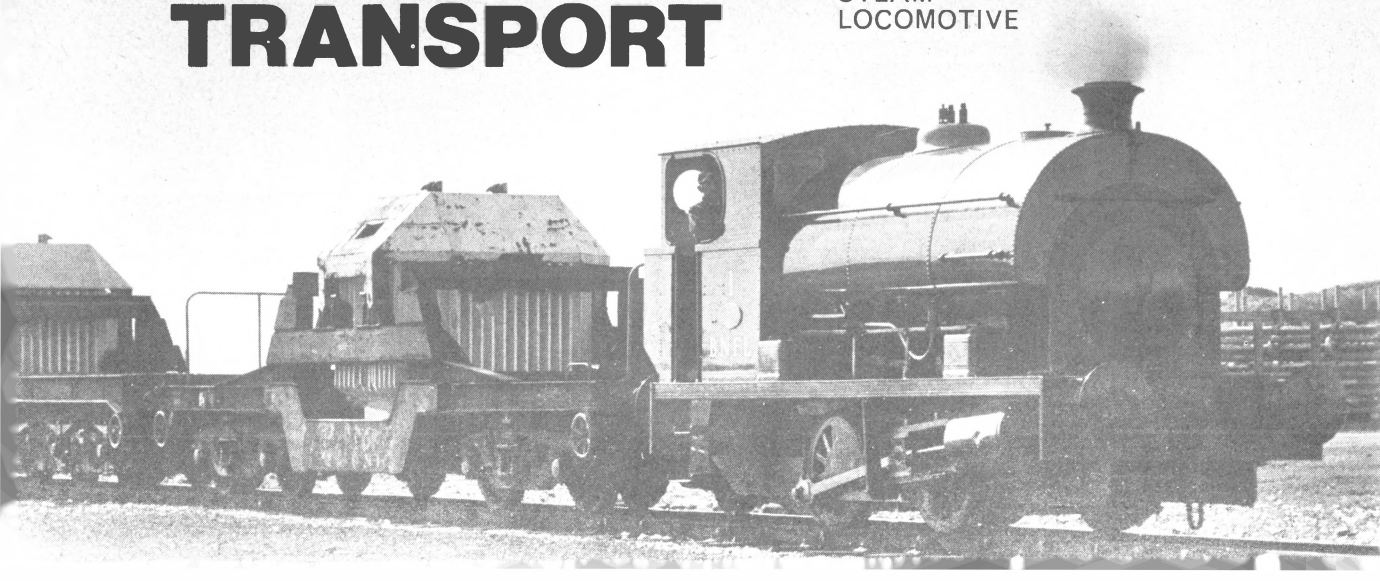


Part-section and dimensions of a nuclear fuel element transport flask

There are 24 "MJ" 50-ton "Flatrol" wagons (serial numbers, 900509–32) and six "MJJ" wagons (550000–5), all owned by British Railways. Six more wagons under construction will include stainless steel in their design to facilitate decontamination, if necessary. The flask is secured to the

British Nuclear Fuels Limited 0-4-0 saddle-tank No. 1 (Peckett 2027/1942) handles a train of fuel element transport flasks at Windscale Works, Cumbria

Photo: AEA Windscale



wagon by a yoke, and a parasol reduces solar heating.

Nitric acid tank wagons total 22: eight of 20 and 14 of 14 tons carrying capacity. This traffic originates at the Royal Ordnance Factory at Bishopton, in Scotland, and is dependent on demand at Windscale but amounts to about six weekly. There also is some tanker traffic with the BNFL Springfield Works, near Blackpool.

In 1946 four locomotives were transferred to the Department of Atomic Energy of the Ministry of Supply from the Royal Ordnance Factory originally at Windscale. There was one diesel and three steam locomotives but, on completion of the early construction at Windscale, two steam were transferred to other MoS factories. The remaining two passed to the control of the United Kingdom Atomic Energy Authority, which was set up in 1954, and then to British Nuclear Fuels Limited—a public company created in 1972 with UKAEA as the major shareholder.

The four-wheel diesel was built with mechanical transmission, by John Fowler & Co. (Leeds) Ltd., in 1940 (No. 22919). However, it was plagued with engine trouble and was eventually sent for modification to Thomas Hill (Rotherham) Limited (No. 108c) 15 years ago. It was fitted with a Rolls Royce diesel-hydraulic engine and torque converter, and is now used with no more than the usual routine maintenance.

The other locomotive is steam, an outside-cylinder 0-4-0 saddle-tank built by Peckett & Sons Ltd. of Bristol in 1942 (No. 2027). It was originally oil-fired but later converted to coal burning which BNFL claimed was more efficient for day-to-day running. By far the finest-kept industrial steam locomotive that the writer has seen; it acts as a standby for the diesel but is steamed several times a year to keep it in good shape, and otherwise as required, though time has to be allowed for steaming and damping-down. In the unlikely event of both locomotives being under maintenance concurrently another could be hired from BR.

The rail system at the Windscale Works is supplemented by road transport. Spent fuel from the Chapelcross power station at Annan, near Dumfries, is transported by road because Chapelcross is not linked to a railway. Spent fuel from Calder Hall is transported within the factory by road.

Windscale site is due for massive expansion and this may cause major alterations to the local layout, though the future of its railway seems secure. The problem is that a new reprocessing plant is likely to be built over the present sidings and new sidings would have to be constructed alongside the BR main line. However, with expansion in the industry, rail transport could expand also.

In conclusion, I wish to thank Mr. H. F. Alexander, Transport Manager, and Mr. J. Kirkbride, Visits Liaison Officer, of BNFL, without whose willing help this article could not have been written. It should be added that the Windscale and Calder Works can only be visited on a special pass that must be applied-for in writing and a subsequent appointment made.

FIFTY YEARS AGO

From "The Railway Magazine" of April 1927

THE railway companies have agreed to a 25 per cent. reduction in the fares for advertised circular tours, first and third class, in England, Wales and Scotland, the tickets to be available for two calendar months, after May 1 till October 31.

★ ★ ★

IN connection with the Rugby match at Murrayfield, on March 19, the LNE and LMS Railways ran express day excursion trains at a fare of 24s. for the return trip. Corridor stock were used. In connection with the foregoing, the LMSR issued a special letterpress poster, attractively printed in bright blue and red ink on a white ground, "inviting" all and sundry to join, on the appointed day, its special corridor excursion leaving Euston station at 11.20 p.m. for Edinburgh.

★ ★ ★

DURING February an interesting experiment was in operation in connection with the running of the Scotch Pullman express between Harrogate and Kings Cross. For this non-stop run a Great Central "Director" class 4-4-0 two-cylinder locomotive, No. 5511, *Marne*, was tried with considerable success, working up one day and down on the corresponding train. The trains in question are worked normally by Great Northern "Atlantic" locomotives, and occasionally four-cylinder, six-coupled Great Central engines have been employed thereon. On the first occasion of the 4-4-0 coming up, time was kept on the throughout run in spite of delays amounting to eight minutes, the load behind the tender being about 280 tons.

★ ★ ★

MR. T. R. COLMAN suggests that the Oxford district is almost unique, in that locomotives of all four groups can be seen regularly, although there are two stations only serving the city. GW and LMS locomotives are, of course, always to be seen at their respective stations, while at the GW station both Southern and LNE locomotives work certain through services.

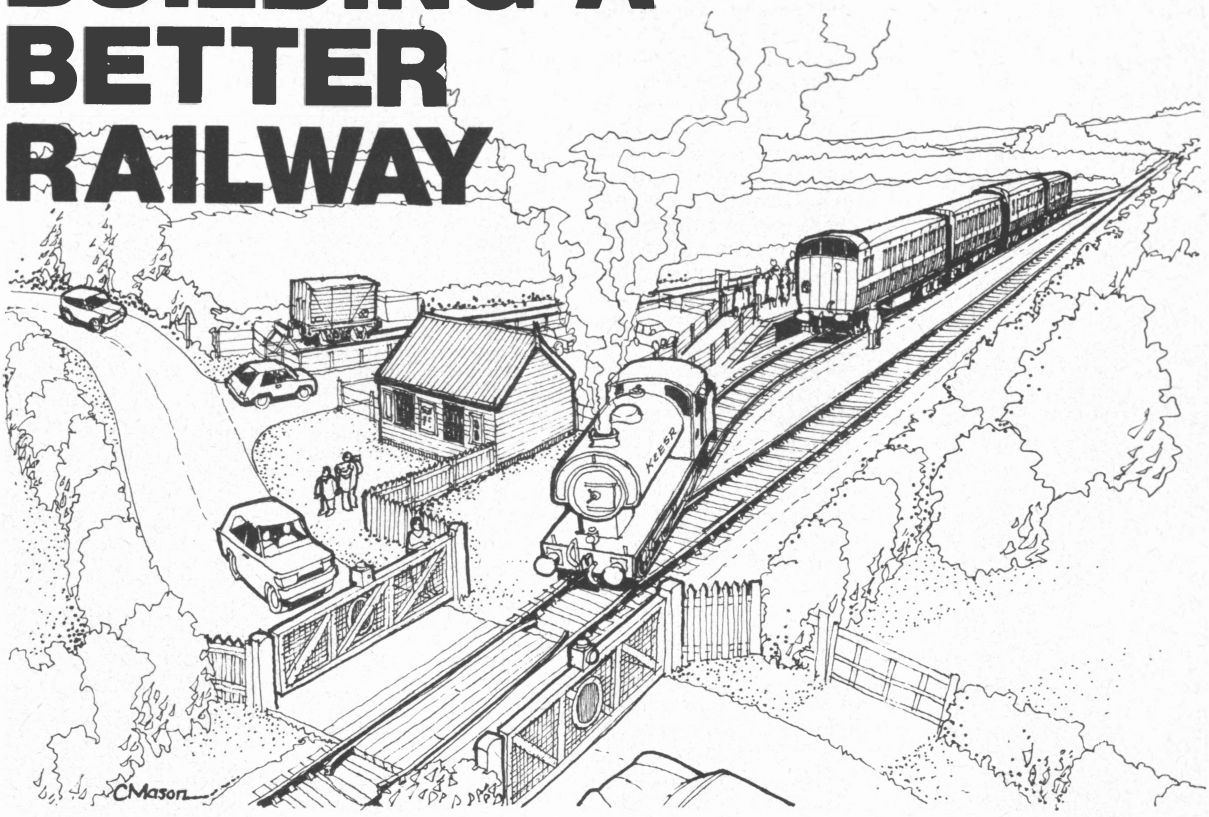
★ ★ ★

FORMER LBSCR "Terrier" 0-6-0 tank No. 72, *Fenchurch*, which was sold to the Newhaven Harbour Company in 1898, has returned to the Southern Railway with the acquisition of the Harbour company. The engine has been rebuilt with extended smokebox, painted Southern black and numbered 636. The 4-6-0 No. 850E *Lord Nelson*, has returned to Nine Elms from Salisbury shed, and has been employed recently on the "Atlantic Coast" and Bournemouth expresses.

★ ★ ★

NO Caledonian Section passenger locomotives are now at work on the Highland Section but a few 0-6-0 goods engines are to be seen working out of Perth. The bulk of the main-line passenger traffic is worked by the "Clan" class of 4-6-0s reinforced by a number of the "Castles". All the passenger traffic between Inverness and Wick is worked by "Castles", those at present on the duty being Nos. 14693, *Foulis Castle*, and 14676, *Ballindalloch Castle*, while an engine of that class is usually stationed at Helmsdale for intermediate working. Cumming's outside-cylinder 4-4-0s Nos. 14522, *Durn*, and 14523, *Snaigow*, no longer work the through trains to Wick, but are engaged on intermediate work between Inverness and Tain, and Elgin.

BUILDING A BETTER RAILWAY



SIMON B. GREEN, A DIRECTOR OF THE KENT & EAST SUSSEX RAILWAY, DESCRIBES RECENT PROGRESS ON FURTHER RESTORATION OF THE LINE AND PLANS FOR FUTURE WORK

IN my article describing the major tasks to be carried out in restoring the entire Kent & East Sussex Railway line between Tenterden and Bodiam, published last January, many important developments were virtually unthought of then and 1976 was to be an extremely active year. At that time the abutments for the new Newmill Bridge had been completed and a small section of track resleepered between the bridge and Wittersham Road Station. After the *RM* had gone to press we learned that our negotiations to acquire a suitable bridge superstructure had been successful.

Early in 1975 we had approached the Kent County Council with a view to acquiring the Callender-Hamilton bridge carrying road traffic over the River Medway at Aylesford, near Maidstone. In December 1975 the Council announced that a substantial portion of the structure would be donated to the Tenterden Railway Company, the scrap value being met from the Amenity & Countryside Committee Budget. This was a major step forward in the history of the Company as no authority had previously given any financial support to it (although much non-financial assistance had been obtained, not least from KCC).

Initially it was intended to modify the 60-ft. section donated by the County Council by conventional methods in order to take the increased loads imposed by railway vehicles. However it soon became apparent from discussions with Balfour Beatty (manufacturers of Callender-Hamilton bridges) that the normal costs of modification would be prohibitive. A concept was then developed whereby the added strength could be obtained by utilising the remaining 90 ft. of bridge. Balfour Beatty confirmed that this proposal was practical and KCC was approached again and agreed to sell the remainder of the bridge at its scrap value.

The Callender-Hamilton design consists of side trusses made up of triangular modules assembled from angle steel sections joined together by channel section cross girders. Depending on the

Above: artist's impression of Wittersham Road Station, Kent & East Sussex Railway, in the summer of 1977

designed loading, one, two or more trusses are used on each side of the bridge. When used at Aylesford, the bridge had two single side trusses. Our plan was to re-assemble the components to form two double trusses, condensing 120 ft. of "B" type road bridge into 60 ft. of "B10" type railway bridge. In addition, pairs of the existing cross girders would be bolted back-to-back, to replace each single channel previously used with an "H" section composite girder.

The new bridge is designed to take 20 units of RA1 standard loading, corresponding to the heaviest locomotives ever used in Britain. This is not because we plan to increase loadings on the railway generally, but so as to produce a structure of very long life expectancy. The new bridge will now cost less than the £7,500 raised by the Newmill Bridge Appeal, itself far less than the normal commercial cost conservatively estimated at £50,000!

Design work and discussions with the County Council were not completed until July, but meanwhile assistance had been successfully applied for elsewhere. Encouraged by grants to the Festiniog and the West Somerset Railways, an application was made to the Manpower Services Commission for a grant under the Job Creation Programme and this was authorised in mid-April. The first 12 recruits started work in early May replacing some 2,000 rotten wooden sleepers with steel ones recovered from other parts of the line. Initially we had many reservations about the usefulness of unemployed people but our attitude quickly changed when the first half-mile of track was resleepered in only three weeks.

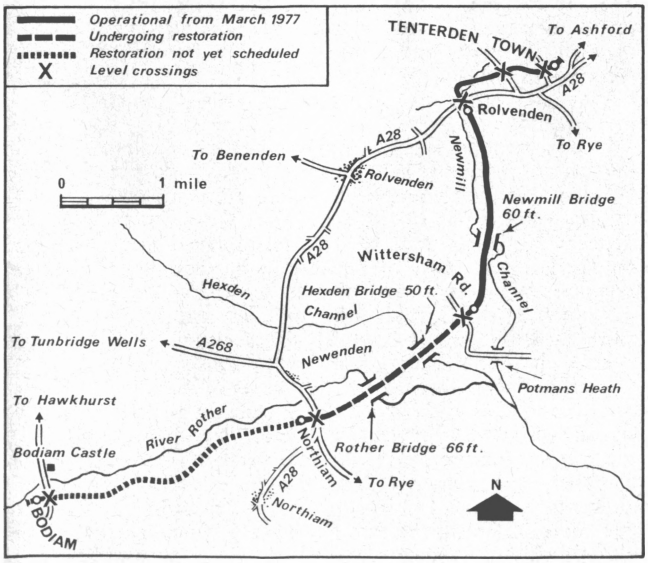
As spring turned into summer it became apparent that modification of the bridge would involve a vast amount of work, including for example the drilling of more than 2,000 one-inch dia. holes to bolt the cross girders together. We therefore made a further approach to the MSC to recruit a bridge engineering team and a second grant was authorised in July. The first task of the new team was to carry out essential maintenance on the Ruston diesel locomotive, Wickham trollies and other plant being used on the tracklaying project. In addition several new items of plant, including a side-tipping ballast wagon, Whitlock excavator and a second Wetherill loading shovel had been acquired and needed restoration.

During August arrangements were made to collect the Callender-Hamilton components and very soon Rolvenden Station was filled with a large selection of girders, angle steel, troughing and other parts. This was quickly sorted into different categories and a production line constructed to modify the cross girders. Although it took about three weeks to set up the production line, its value was amply demonstrated when all the drilling, cutting and welding was completed in less than a week. The cross girders were then sent away for galvanising and the troughing (in which the ballast lies) was shot-blasted in preparation for bitumen painting. In the locomotive shed, rows of components were laid out, descaled and painted with the first of seven coats of protective paint.

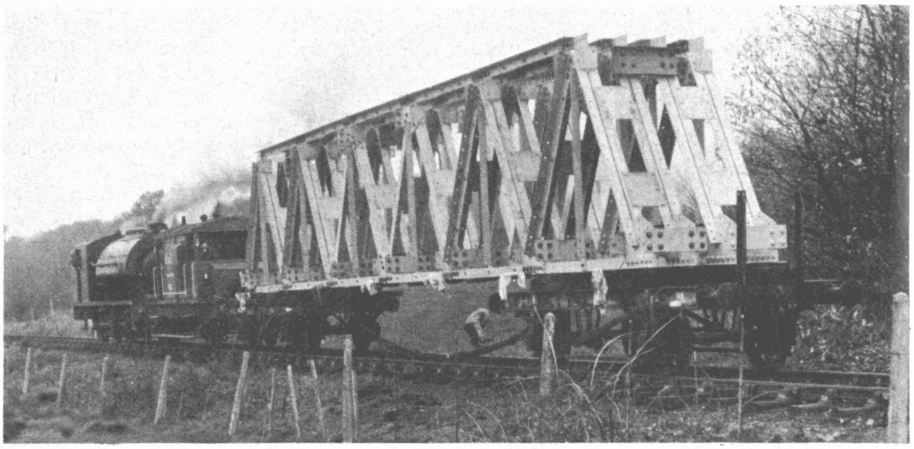
By early October the bridge team was busy breaking up the first production line and constructing an overhead gantry to assemble the bridge trusses inside the shed. Once set up, two double trusses, each weighing more than ten tons, were assembled in six working days. At this point it is perhaps relevant to mention that the bridge gang consists of an Engineering Foreman, three experienced fitters and three labourers with no previous engineering experience! Anyone who has doubts about the abilities of JCP staff should look closely at the Newmill Bridge.

By the end of November the two trusses had been delivered to the eastern end of the bridge site and all seemed set fair to crane them on to the abutments installed a year previously. However, at this point nature seemed determined to demonstrate the difficulties facing us on site. The 40-ton crane had to travel one and a half miles under its own power along the bank of the Newmill Channel from Potmans Heath and, as it started the journey, it was assaulted by Force 8 gales and heavy rain. Instead of completing the job in a day or two as planned, it took three days to get the crane into position. The two trusses were craned on to the abutments in only three hours despite the fact that they were under more than a foot of water. (The bridge is designed so that its base is under water when the channel is flooded.) Following this success even greater difficulties were encountered returning the crane to Potmans Heath as storm was followed by heavy frost and further storms and floods. Without the tremendous co-operation given by the British Crane Hire Corporation it would have been quite impossible to succeed in constructing the bridge.

Meanwhile the permanent-way team had been



Progress to date, and future intentions, for re-opening the Kent & East Sussex Railway towards Bodiam



Reconstruction of Newmill Channel Bridge: (right) 0-6-0 saddle-tank No. 26 propels the Callender–Hamilton bridge trusses, temporarily bolted together for stability, towards the bridge site; (below) the trusses in position, ready to be raised to final track level

Photo: John Liddell

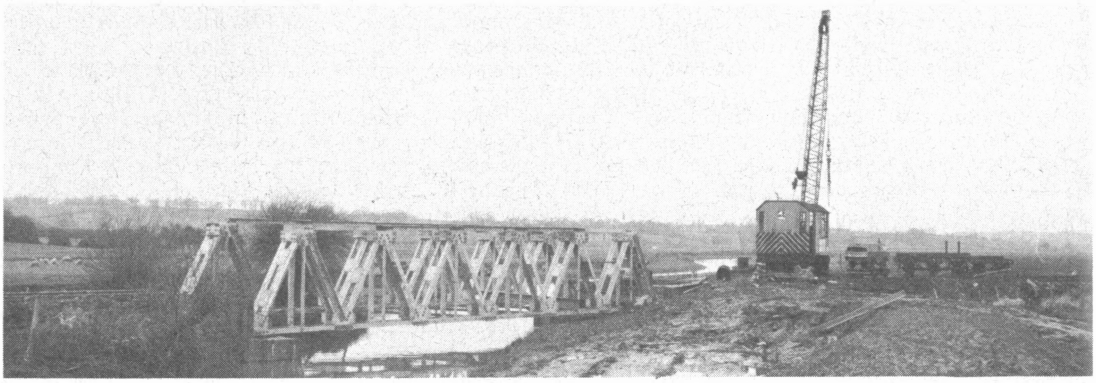


Photo: Donald H. Wilson

expanded to fifteen and work was being undertaken at Wittersham Road "Station". After a blazing summer the exceptional autumn rain turned the site into a quagmire, impeding the installation of a passing loop and other essential work. Partly as a result of weather conditions it was decided that, although services to Wittersham Road would start on March 5, 1977, the station itself would not open until June to allow time for the construction of a platform and other facilities. Initially these facilities will be modest: the K&ESR Tunbridge Wells Area Group has erected the station building, recovered from Borth on the Cambrian Coast line, and there will be a small car park. Later there will be a signalbox rescued from Deal Junction by the Signals & Telegraph Department. Between March and the end of May passengers are not able to join or leave trains at Wittersham Road.

With work proceeding well on the Wittersham extension, attention now turned to future restoration and in July 1976 it was decided to tackle the Wittersham–Northiam section of the line. This is the most difficult part of the railway, with two more bridges to replace and nearly 2½ miles of track to resleeper, not to mention clearance and renovation of Northiam Station. A new approach was made to the MSC as a result of which a grant of £75,500 was awarded to cover the employment of 40 people from November 1976 to September 1977. It is unlikely that the line will be brought up to passenger standards during this period, but most of the major work will be completed and the running of works trains will become a simple matter compared to previous carefully-planned movements.

One of the main items of work to be tackled is on the track between Wittersham Road and the Hexden Channel, which is mainly 95-lb. bullhead rail of reasonable quality, but all the wooden sleepers are rotten and need to be replaced. It is intended to use pairs of concrete pots to replace every second sleeper on most of the section while secondhand wooden sleepers (which are more costly) will be used to complete the section.

The remaining 3,000 yd. of track, consisting of 91½-lb. bullhead worn down to about 80 lb., has been completely removed by JCP staff during the last six months. The rail and chairs have been exchanged for near-new 75-lb. flatbottom rail complete with concrete sleepers. This contract is unprecedented in railway preservation and the new material, in the form of 258 panels, each 36 ft. long, is stored in stacks at different sites on the railway. Many of the panels will need to be stripped and reassembled in order to replace

broken sleepers, fastenings, and so forth. It is intended to set up a production line to restore the panels prior to delivery to the railhead. Details of the relaying system have not yet been finalised but it is likely that one or more wagons will be fitted with a panel-laying gantry, following the practice employed on Indian railways.

Apart from many culverts and minor bridges, two major bridges have to be rebuilt. The Hexden Bridge requires new abutments which will probably be of mass concrete construction incorporating the lower parts of the existing abutments, which are sound (a similar technique was employed on Bridge 2330 near Rolvenden Station). The superstructure may be built from surplus Callender-Hamilton components or it may be possible to use a new type of prestressed concrete beam. The Rother Bridge is a much more serious problem and detailed planning has not yet commenced. The possibility of repairing the existing structure has not been ruled out but replacement is likely to be cheaper. If this course is followed it is hoped that a further Callender-Hamilton superstructure can be acquired. (Anyone knowing of such a structure which may be available in the near future is invited to let us know about it.)

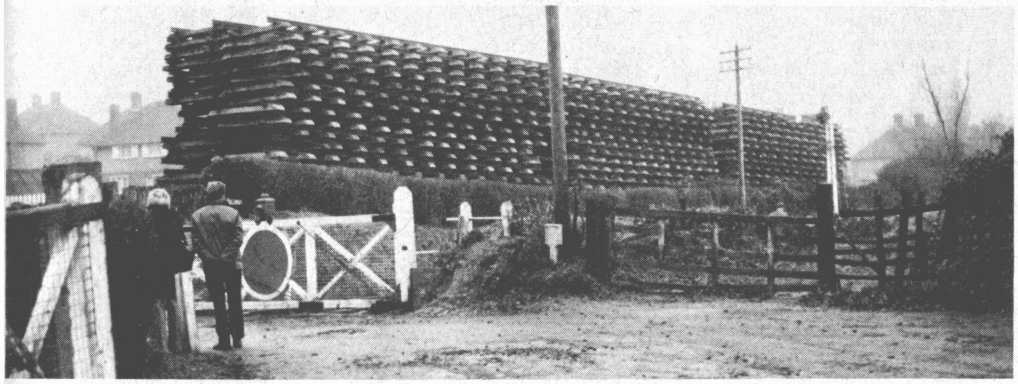
Vegetation grows rapidly along the route of the railway and an extensive programme of clearance is planned. Specimen trees will be retained but most of the scrub between the boundaries of the line will be removed. Finally, Northiam Station needs to be restored. All sleepers and point timbers require replacement, the platform needs repairing and extending, and the building must be repaired and repainted. Alternative hard standing must be provided for the coal merchant who presently uses the car park as a domestic fuel depot.

Before regular services to Northiam can be contemplated signalling will have to be installed at Wittersham Road to allow the passing of trains and this is estimated to be a three-year job. However, completion of the programme above would permit the working of "Wine & Dine Specials", charter trains and possibly occasional off-peak services.

Apart from the more spectacular happenings described above, most of the voluntarily-staffed departments in the Operating Division have been consolidating their positions. The Permanent Way Department has laid in a new siding at Tenterden and has had a heavy programme of resleepering this winter on the operational line. The Carriage & Wagon Department, in conjunction with the Building Department, has constructed a new workshop and extended its siding. Five carriages have been reroofed during the winter and a programme of repanelling and repainting of rolling stock is under way.

The Mechanical Department has restored two steam locomotives to service condition during the last twelve months and a heavy overhaul of the *ex*-SECR "P" class 0-6-0 tank is proceeding with a view to completion late this year or in early 1978. Work recently started on the restoration of the BTH diesel-electric locomotive and this will continue for two years. Much of the wiring needs replacing and the main conductors will be re-insulated. Nearly all the exterior panelling will be replaced, the wheels turned and a number of sundry tasks undertaken. This locomotive, built for hauling foundry materials at Ford's Dagenham plant, is one of the most interesting diesels preserved as it was among the first diesel-electrics built in this country. The Clearance Department has been carrying out a major programme on the whole of the four-mile operational section, resulting in improved visibility for both train crews and passengers; this is particularly noticeable on the approach to Tenterden Station.

In the same way that our founder, the redoubtable Colonel Stephens, solicited the populace to "support the local line" and travel by train—"on home-made steel, instead of imported rubber, using home-produced coal instead of imported oil" (!)—we are always seeking help from would-be supporters of Britain's first light railway. The Job Creation Programme, while most welcome, is a temporary measure and unlike many preserved railways, we remain an essentially volunteer organisation. New members will be particularly welcome in 1977 to help us complete the task of "building a better railway".



Some of the 258 prefabricated track panels with concrete sleepers, stored at Tenterden Town Station

Photo: John Liddell

Bressingham ban lifted

AN Industrial Tribunal held at Diss on January 14 has upheld an appeal by Bressingham Steam Preservation Co. Ltd. against a ban on carrying passengers on locomotive footplates at Bressingham Steam Museum, imposed by the Railway Inspectorate of the Department of the Environment in August 1976.

The ban was imposed following a visit to Bressingham on Sunday, August 8, by Mr. C. H. Hewison, the Chief Employment Inspector at the Railway Inspectorate. In evidence to the Tribunal Mr. Hewison said he visited, with his daughter, as a member of the public, did not make himself known to any person on the premises, did not go on the locomotive footplate himself, sought no information about the competence of the drivers, the adequacy of the maintenance of the engines, or the history of any previous accidents.

However, he insisted to the Tribunal that there must always be danger to people on locomotive footplates and it was also made clear to the Tribunal that it was the policy of the Department of Transport to prohibit footplate riding by members of the public.

Next morning, on his way north to perform other duties, Mr. Hewison telephoned his office from Euston Station and spoke to Mr. G. F. W. Sincock, acting as deputy to one of the Inspecting Officers of Railways, Major P. M. Olver, who usually dealt with this type of railway, but was on leave. Mr. Hewison told Mr. Sincock that he had seen 17 people, in addition to the driver and fireman, riding on the footplate of the *Royal Scot* locomotive, at a speed of up to 25 m.p.h.

In evidence to the Tribunal, Mr. Hewison said he had walked along the track and calculated the speed of the engine at times at up to 25/30 m.p.h. (on a four to six hundred-yard length of standard-gauge track). However, one of the drivers giving evidence said he never allowed more than 12 passengers onto the footplate and in a petition to the Tribunal, signed by the drivers, they rejected any assertion of excessive speeds and considered 15 m.p.h. the maximum at which any of them drove when passengers were carried. In endeavouring to determine the conflict of evidence over speed the Tribunal's decision states: ". . . we are inclined to think that the drivers' estimate is likely to be more accurate than Mr. Hewison's calculation."

Acting on Mr. Hewison's telephone call, Mr. Sincock prepared a notice under Section 22 of the Health & Safety at Work Act 1974 imposing a total and immediate prohibition on the carrying of passengers on locomotive footplates at Bressingham. Under this section, in the case of a notice taking immediate effect, the inspector has to form an opinion, first, that the activity in question, as carried on, involves a risk of serious personal injury and, secondly, that the risk of serious injury is imminent.

Having prepared the notice, Mr. Sincock telephoned Mr. Alan Bloom, the Resident Curator of Bressingham Steam Museum, and told him he was going to issue it, and hoped that Mr. Bloom would voluntarily discontinue footplate rides.

The notice, taking immediate effect, was received by registered post on August 10. Next day, one of the museum's trustees complained by telephone to Mr. Sincock and he and Mr. Hewison visited Bressingham on August 12. They impressed upon the museum authorities that they felt obliged to be severe as in the event of a mishap the brunt of responsibility would fall on the inspector; they also said that there was not a glimmer of hope that the Industrial Tribunal would uphold an appeal.

However, in its unanimous decision, the Tribunal concluded that an essential feature of Section 22 of the Act had not been complied with in that it could not be said that the presence of a passenger on the footplate of a locomotive in steam could, of itself and without further enquiry, be said to involve imminent risk of serious personal injury. Evidence had been heard of some forty accidents which had occurred on locomotive footplates during main-line working—some with dreadful consequences—in the period 1901 to 1975; of some one hundred and twenty thousand footplate rides given at Bressingham over the past eight years in which the only injury had been a slight graze on a lady's leg when she slipped getting off the footplate; and of more than sixty thousand people riding without injury on the footplates of standard-gauge locomotives at the Dinting Railway Centre, near Manchester.

Indeed, in the case of Dinting, the Tribunal considered it significant that Major Olver had not thought it necessary to prohibit footplate rides there, but had adhered to an agreement reached in February that the Dinting Steam Centre could continue its existing operations throughout the 1976 season.

The Tribunal therefore cancelled the notice pursuant to the powers given it in Section 24 (2) of the Act. Part of Paragraph 70 of the Tribunal's unanimous decision states: ". . . we feel obliged to record our dislike of the manner in which the inspector attended the appellant's premises. We have not let our view on this question affect our judgement of the issues involved as, if the notice were in other respects valid, it would not be invalidated merely because the information on which it was based was obtained in this rather furtive manner, but perhaps the department will consider whether some steps should be taken to avoid a recurrence if they share our view."

Bressingham Steam Preservation Co. Ltd. is to claim for loss of revenue while the notice was in force, and for costs of the appeal, together estimated by Mr. Bloom at between three and four thousand pounds.

O. S. NOCK, BSc, CEng, FICE, FIMechE

DUBLIN–CORK: then and now

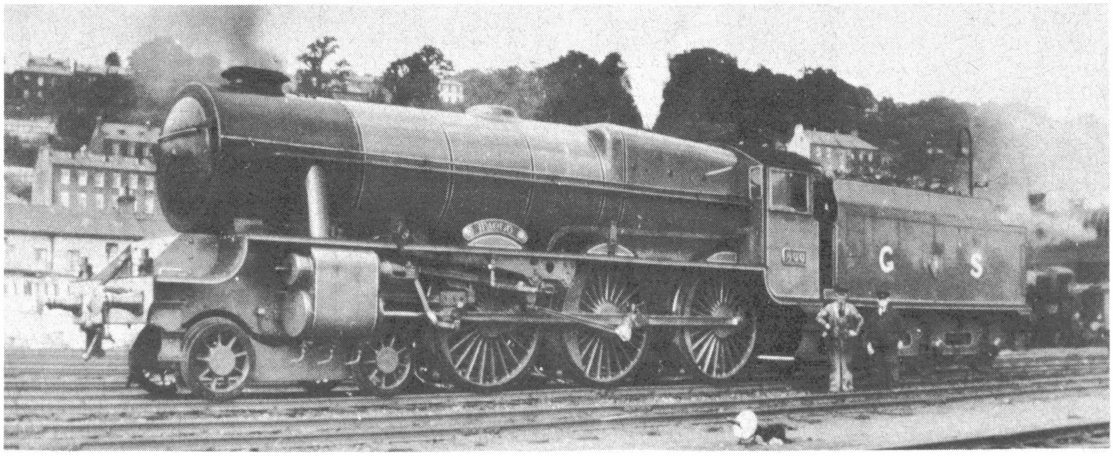
ANY reference to express train running between Dublin and Cork can bring back a flood of mixed memories. One can recall the latter years of the nineteenth century when the Great Southern & Western main line formed an important link in the regular mail route between the United Kingdom and the United States, via Holyhead, Kingstown (now Dun Laoghaire) and Queenstown (Cobh), and the locomotives, first of Alexander McDonnell and then of J. A. F. Aspinall, were in their prime. Then there were the vintage years of Inchicore Works, under Robert Coey, with R. E. L. Maunsell as Works Manager. Maunsell's stay subsequently as Locomotive, Carriage & Wagon Superintendent was brief, because in 1913 he crossed to England to begin the better-known part of his long career, and under his successor Inchicore fell on bad times. J. R. Bazin's patient work in trying to salvage something out of the disastrous Watson regime is one of the least documented phases of Irish locomotive history.

It was when the Watson 4-6-0 engines, drastically rebuilt, were still holding the fort that I made my first footplate journeys between Dublin and Cork, and when I received details of some recent journeys from Mr. Ronald I. Nelson, compiled in his usual meticulous style, I naturally turned up my own pre-war records for comparison. They include also some interesting runs with Edgar Bredin's beautiful three-cylinder 4-6-0 No. 800, *Maeve*, that I clocked in August 1939. I have set out in Table I two down runs on the "English Mail". When I made the first, in 1937, it left Kingsbridge at 7 a.m. and ran to the schedule times shown in the table; but with the introduction of the new 4-6-0 engines there was an acceleration of 15 min. in the overall time, with successive point-to-point allowances cut to 40, 23, 19, 23, 23, 40 and 27 min. Departure time was 7.15 a.m. from Kingsbridge.

On the first run our engine was 4-6-0 No. 401, one of three built at Inchicore in 1920, similar to Watson's prototype four-cylinder 4-6-0 No. 400 of 1916 but improved in certain details. Six others of the same class were ordered from Armstrong, Whitworth & Company at the same time, remarkable in that three of them, Nos. 407–9, were non-superheater, though having 225 lb. per sq. in. pressure, as against 175 lb. per sq. in. on the superheated engines. They proved fast and powerful, though heavy on coal and water. They had also a complicated layout of steam passages that led to frequent failures. Watson retired in 1921, just after the nine new engines of his design

Dublin–Cork then: Edgar Bredin's three-cylinder Great Southern Railways 4-6-0 No. 800, "Maeve", at Glanmire Shed in August 1939

Photo: O. S. Nock



had been delivered, and his successor, needing a powerful mixed-traffic engine, designed a 5 ft. 8 in. version of the "400" class, but with two cylinders only, and long-lap, long-travel valves. This was so successful that Bazin obtained authority to rebuild one of the "400" class, with two cylinders. This was No. 402, and a very drastic rebuild it was, everything being new except the boiler. Even the frames were new. It was very successful, but as Eire headed for the great depression and traffic was falling off, fewer engines were needed and the four-cylinder 4-6-0s Nos. 400, 404 and 408 were scrapped in 1929–30.

In 1930 W. H. Morton succeeded J. R. Bazin as Locomotive, Carriage & Wagon Superintendent, and he rebuilt two more of the four-cylinder 4-6-0s as two-cylinder engines, Nos. 401 and 406, but using the Beardmore-Caprotti valve gear, instead of piston valves and Walschaerts valve gear. As in the case of No. 402, the rebuilds of Nos. 401 and 406 were virtually new engines, so drastic and expensive was the conversion. There is no doubt however that the cost was justified, in view of the excellent work subsequently performed. On the first morning that I rode the engine of the "Mail" one of the Caprottis, No. 401, was on the job. The first four miles out of Kingsbridge are steeply graded, and with a load of 11 coaches, 323 tons tare, we had a 4-4-0 as pilot as far as Kildare. As the pre-war runs are by way of being period pieces I have shown the station names as they were then, and the present names in Mr. Nelson's logs of the diesel runs. Out of Kingsbridge the gradient is 1 in 117–84 to Inchicore, then after a very brief level, 1 in 100–138–169 to Milepost 4¼. After that it is level and slightly rising to Newbridge followed by 2½ miles at 1 in 172 up to the Curragh Box.

From Kildare the gradients are undulating, without any particularly hard stretches until the line is 140 miles out of Dublin. The principal gradients are 3¾ miles down at 1 in 180 from the start at Kildare; three miles up at 1 in 128 before Ballybrophy; and two miles up at 1 in 156 from the start at Limerick Junction. From Milepost 140¼ to Cork the gradients are mentioned in more detail later. On the first run the Caprotti 4-6-0 and her pilot had an easy job. The former was worked in 50 per cent. cut-off and full regulator up the 1 in 84 and beyond, but even so they were handsomely beaten by the unassisted *Maeve* on my second run, although the latter was working in no more than 25 per cent. with the regulator three-quarters full open. Dimensionally, of course, *Maeve* was a much more powerful engine than No. 401, with three cylinders 18½ in. dia. by 28 in. stroke, and 225 lb. per sq. in. pressure, against two 19½ in. by 28 in. cylinders, and 175 lb. pressure.

Except on the double-headed section to Kildare 401 was not worked in less than 30 per cent. cut-off, mostly with a fairly narrow regulator opening. She steamed well and ran freely; but when the first accounts of my trips were published they brought forth an interesting and slightly pained correspondence with the Caprotti Valve Gear Company in London. The firm was justifiably proud of the remarkably accurate distribution of steam obtained, at the very shortest cut-offs. One of its engineers, writing to me privately, said that although the handwheel had cut-off positions marked down to 10 per cent. the drivers had no inclination to work below 20—and in my own experience 30 per cent. When my friend drove engine No. 401 himself, and began notching inside 10 per cent., they protested that he was putting

TABLE I.
GSR (IRELAND): DUBLIN–CORK

Year			1937		1939	
Engine No.			401†		800	
Load: to Kildare, tons (e/f)			323/345		323/340	
to Maryborough			301/320		302/315	
to Cork			290/310		291/305	
Driver (Cork shed)			O'Neill		Broderick	
Dist.		Sch.*	Actual	Speeds	Actual	Speeds
Miles			m. s.	m.p.h.	m. s.	m.p.h.
0·0	KINGSBRIDGE (HEUSTON)	0	0 00	—	0 00	—
1·5	Inchicore		4 35	22	3 48	32
4·4	Clondalkin		10 10	42	8 54	38½
10·0	Hazlehatch		16 50	57	14 57	66½
—			p.w.s.	—	—	eased
17·9	Sallins		26 57	—	22 40	56
25·5	Newbridge (Droichead Nua)		35 13	66	30 38	—
27·7	*Curragh Box*		37 33	—	33 11	44
30·0	KILDARE	42	41 15	—	37 10	—
6·6	Monasterevan		8 05	68/62	7 35	70/64
11·7	Portarlington		13 03	56/62	12 08	66
17·7	*Milepost 47¾*		—	50½	17 38	62/67½
20·9	MARY-BOROUGH (PORT-LAOISE)	26	23 30	—	21 27	
8·5	Mountrath		11 44	67	10 43	73
14·1	*Milepost 65*		—	41	16 25	49
15·7	BALLY-BROPHY	23	20 32	—	18 42	
5·8	Lisduff		8 36	56/48	8 12	72
12·1	Templemore		14 18	72	14 00	69
—			p.w.s.	40	—	75
19·9	THURLES	24	23 08	—	21 31	—
8·6	Goulds Cross		10 45	70½/61	9 30	76½/64
12·9	Dundrum		15 10	64/56	13 26	69/63
17·5	*Grange Box (MP104)*		19 57	59	17 32	73
20·5	LIMERICK JUNC. (first stop)	24	23 53	—	21 07	—
6·6	Emly		11 12	59	9 28	69
10·1	Knocklong		14 50	64½	12 39	64½
17·2	Kilmallock		21 57	66	19 02	82
22·3	Charleville (Rathluire)		27 25	51½	23 19	61
30·3	Buttevant		35 49	75	30 28	75
34·2	*Two Pot House*		39 58	51½	34 07	61
—			—	61	—	73
37·6	MALLOW	45	44 25	—	37 48	—
0·7	*Killarney Junc.*		—	37 (max)	1 48	39
—			sigs.	16	—	—
3·5	Mourne Abbey		7 18	—	5 43	47
7·0	*Milepost 151¼*		—	36	9 55	52
9·9	Rathduff		17 41	58	12 50	—
15·0	Blarney		22 02	82½	16 56	77
17·0	*Rathpeacon Box*		23 32	—	18 35	—
20·8	CORK	29	29 30	—	24 02	—

** Schedule 7 a.m. in 1937. † Piloted by 4-4-0 No. 328 to Kildare*

her into backward gear. Yet she ran beautifully in 3 per cent., with a wide open regulator! Indicator diagrams taken in those circumstances were some of the most perfectly shaped I have ever seen.

On the faster stretches south of Kildare, *Maeve* kept the faster timings of the 1939 service with ease. She was never worked in more than 20 per cent. with the regulator about one half open. Engine 401 did not need more than 30 per cent., except on the 1 in 128 towards Ballybrophy, but she was often driven with a wide-open regulator, for the level and slightly adverse stretches. *Maeve* made some fast running after Thurles, with even time attained just after Grange Box, followed by smart operation of the reversing manœuvre into Limerick Junction. She was nearly 3 min. faster than No. 401 on this section, though the latter was keeping good time. From there however the difference between the two engines became more apparent. From the immediate start to Milepost 109½ is generally favourable to a point two miles south of Kilmallock, then undulating with an upward tendency to the summit just before Two Pot House and then steeply down into Mallow. Driver O'Neill on 401 shut off steam down through Kilmallock and did not exceed 66 m.p.h. whereas *Maeve* raced up to 82 m.p.h. again working in the usual 20 per cent. with quite a narrow regulator opening.

The final stretch begins with the seven-mile bank to Milepost 151½, the first 1½ miles from Mallow viaduct at 1 in 125, and then continuously at 1 in 140 to the summit. Engine 401, working in 45 per cent. cut-off with full regulator, had accelerated to 37 m.p.h. on the 1 in 140 when adverse signals brought us down to 16 m.p.h. at Mourne Abbey. Then no less than 70 per cent. cut-off with full regulator was used, gradually reduced to 50 per cent. to fight back to 36 m.p.h. on the grade. *Maeve* on the other hand absolutely sailed up. For the only time, save for the immediate start out of Kingsbridge, her driver, Broderick, of Cork, used more than 20 per cent. cut-off, but then only the extent of 22 per cent.; but the regulator was full open, and we accelerated to 52 m.p.h., and were still doing so as the summit was topped. The equivalent drawbar horsepower was at least 1,350, and probably more. This was quite up to the normal standards of the "Royal Scots", with which *Maeve* was often compared on a tractive effort basis, 33,000 against 33,150 lb. To make up for the time lost by the check on the bank No. 401 was driven fast down the moderate descent to Blarney, touching 82½ m.p.h.; but the last precipitous three miles into Cork were taken very cautiously. *Maeve*, with plenty of time in hand, did not exceed 77 m.p.h. before Blarney.

I come now to Mr. Nelson's run (Table II), made in October last on the 08.30 out of Heuston, as the Dublin terminal station is now known. With two General Motors diesels of 2,200 engine horsepower between them, the run makes an interesting comparison with the work of *Maeve*, which, continuing the likeness to "Royal Scot" capacity, suggests that the Irish engine was capable of an output up to 1,800 indicated horsepower, when necessary. The maximum working position of the diesels is in notch 8, so that notes of engine working less than this indicates how near to full power, or otherwise, the diesels were being driven. Apart from short periods when power was off to observe the two permanent-way checks, the controller was in notch 7 all the way from Heuston to Kildare, and then between 1 and 7 on to Portlaoise. Some harder work was needed on to Ballybrophy, with full power after Mountrath to climb the 1 in 128 gradient. Here the minimum speed was 55¾ m.p.h. and Mr. Nelson estimates the equivalent drawbar horsepower at 1,676, with which I fully agree. I feel sure however that *Maeve*, if extended to something about 30 per cent. cut-off, could have equalled the combined effort of these two diesels at this point.

Of course the diesels could be, and were, driven at or near full power for practically the entire

TABLE II. CIE: 08·30 DUBLIN–CORK
Load: Diesel-electrics Nos. 191 and 188
Driver: Sullivan (Cork)

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0·0	DUBLIN HEUSTON (KINGSBRIDGE)	0	0 00	—
4·4	Clondalkin	7	7 33	46½/55
—		—	p.w.s.	25
10·0	Hazlehatch	12	15 00	63
17·9	Sallins	19	21 55	75
25·5	Droiehead Nua (Newbridge)	26	28 14	67/71
—		—	p.w.s.	40
30·0	KILDARE	30	32 05	66½
36·6	Monasterevan	36	38 35	75
41·7	Portarlington	41	43 13	57
—			—	73
50·9	PORTLAOISE (MARYBOROUGH)	52	52 41	—
8·5	Mountrath	9	9 57	75
—			p.w.s.	25
12·1	*Milepost 63*		15 23	59
14·1	" *65*		17 32	55½
15·7	BALLYBROPHY	17½	20 04	—
5·8	Lisduff		6 33	75½
12·1	Templemore	12	11 43	68
16·9	*Milepost 83½*		15 39	75
19·9	THURLES	20	19 20	—
8·6	Goulds Cross	9	8 31	76/70
12·9	Dundrum	13	12 05	75/70½
17·5	*Milepost 104 (Grange Box)*		15 49	75
—			sig. stop	
20·6	LIMERICK JUNC.	22	21 57	—
6·6	Emly		7 58	73½
10·1	Knocklong	11	10 55	66½
17·2	Kilmallock	17	17 24	73½
—			p.w.s.	25
22·3	Rathluire (Charleville)	22	23 49	61½
24·4	*Milepost 131½*		25 51	72½
—			p.w.s.	40
30·3	Buttervant	29	31 36	71
32·9	*Milepost 140*		33 59	68/73
37·6	MALLOW	37	38 56	—
0·7	*Killarney Junc.*		1 42	—
2·5	*Milepost 147*		4 02	51
3·5	Mourne Abbey		5 31	52½
6·5	*Milepost 151*		8 35	55½
9·9	Rathduff	12	11 49	72 (max)
17·0	*Rathpeacon*		18 20	—
20·8	CORK KENT	29	24 24	—

journey, and south of Ballybrophy there were some spectacular start-to-stop runs, without exceeding (by no more than a slight amount) the statutory 75 m.p.h. imposed throughout this main line. In this connection I learned, many years afterwards, that the high speed attained on my run with *Maeve* caused some consternation in the offices at Inchicore, although at the time my logs and accompanying descriptions were passed without comment. A young engineer had been detailed off to ride with me, a type very different from the ordinary bowler-hatted running inspector, who was usually a man promoted from driver. Apparently this hapless young man got a firework of a reprimand for allowing the drivers on both the down and the up journey to go well over the "75"! On Mr. Nelson's diesel run the start-to-stop averages, allowing for checks, were around 60 m.p.h. on each stage, though between Limerick Junction and Mallow while running on 7 to 8 notches throughout the two permanent-way checks involved a loss of all but 2 min.

On the last stage the comparison with *Maeve* was very interesting. As was to be expected, the diesels were driven at full power up the Mourne Abbey bank, and attained a speed of 55½ m.p.h. This was equal to about 1,500 equivalent drawbar horsepower against *Maeve's* 1,350, while working in 22 per cent. cut-off. Because of the quicker attainment of speed on the gradient the diesels were a minute ahead of *Maeve* at Rathduff, but the steam locomotive had caught up by Rathpeacon Box, and with a slightly faster negotiation of the final precipice led the way into Cork by 22 sec. CIE has recently taken delivery of 18 new diesel-electric locomotives of 2,475/2,250 horsepower from the USA. It will be interesting to see how the performance of these, singly, compares with a pair of "181" class 1,100-horsepower locomotives featured in these logs.

My return trips in steam days were made on the "English Mail", in each case with the same engine, working to complete a round trip of 330 miles in the day, but manned by a different crew. On the first occasion the load from Cork was 362 tons tare, and we were double-headed, with 4-4-0 No. 303 as pilot as far as Ballybrophy. In those days, however, even this was not considered enough engine power with that villainous start out of Cork—1 in 78–64 through the Glanmire Tunnel and then a solid two miles of 1 in 60 up to Rathpeacon Box. A *third* engine, 0-6-0 No. 141, headed the other two as far as Blarney. The three engines sustained 24 m.p.h. up the 1 in 60 and stopped at Blarney, 5·8 miles, in 13 min. 47 sec. After that the two engines kept their point-to-point times to Ballybrophy, at which station the load was reduced to 337 tons tare, and 4-6-0 No. 401 continued to Dublin unassisted. It required no particular effort to cover the 14·7 miles to Maryborough (Portlaoise) in 19 min. 50 sec. start-to-stop and the remaining 50·9 miles to Kingsbridge took 55 min. 53 sec. against 60 min. booked. From 59 m.p.h. on the level speed fell to 41 m.p.h. up the four miles of 1 in 180 to Kildare, while on the generally favourable gradients from Curragh Box, 22·5 miles, from Newbridge to Milepost 3, were covered at an average speed of 67 m.p.h.

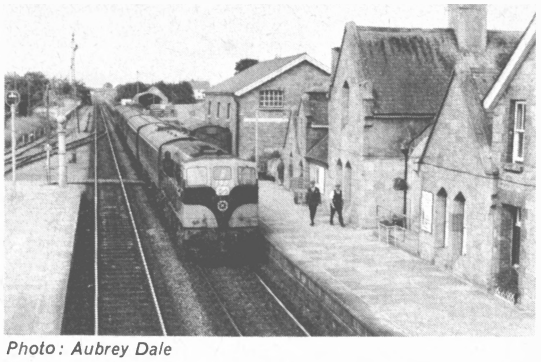


Photo: Aubrey Dale

Cork–Dublin now: CIE "180" class General Motors diesel-electric No. 190 calling at Ballybrophy on July 18, 1975, with the 07.10 Cork–Dublin Connolly passenger train

The tremendous task set to *Maeve* on my second run has more than once been referred to in *The Railway Magazine*. We took a load of 421 tons tare, 450 tons full *unassisted*, up the bank out of Cork, and passed Rathpeacon, 3·8 miles, in 10 min. 54 sec. against the 10 min. 38 sec. of the three engines on my previous trip, and with 60 tons greater load. But the tremendous pounding involved at the very start of the run seriously

TABLE III. CIE: 15.00 CORK–DUBLIN
Load: 9 coaches, 294 tons tare, 315 tons full
Locos: Diesel-electric Nos. 188 and 191
Driver: Delaney (Cork)

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h
0·0	CORK KENT	0	0 00	—
1·3	*Milepost 164*		2 26	28½
3·8	*Rathpeacon*		6 56	39
10·9	Rathduff	15	14 14	66/64
17·2	Mourne Abbey		19 53	74
—			sig. stop	—
20·8	MALLOW	26	28 37	—
7·4	Buttevant	8	8 54	72
—			p.w.s.	40
15·3	Rathluire (Charleville)	15	16 11	70
20·4	Kilmallock	20	20 14	76
27·5	Knocklong	27	26 04	70/75
31·0	Emly		28 56	72/76
37·6	LIMERICK JUNC.	38	35 41	—
3·1	*Milepost 104 (Grange Box)*		3 59	61
7·7	Dundrum	8	7 51	76½
12·0	Goulds Cross	12	11 17	72/76½
20·6	THURLES	20	19 01	43*
28·2	Templemore		26 53	75
34·5	Lisduff	33	31 55	70/76
40·3	BALLYBROPHY	39	37 50	—
7·2	Mountrath	8	7 33	77½
12·6	*Milepost 54*		11 47	72½
15·7	PORTLAOISE (MARYBOROUGH)	16	15 44	—
			17 12	—
24·9	Portarlington	25	26 58	75/55*
30·0	Monasterevan		31 19	77½
36·6	KILDARE	36	36 34	71½
41·1	Droiehead Nua (Newbridge)	40	40 14	75/66½
48·7	Sallins		46 45	63
56·6	Hazlehatch	54	53 33	74½
62·2	Clondalkin	59	58 34	63
—			sig. delays	—
66·6	DUBLIN HEUSTON (KINGSBRIDGE)	68	80 13	—

* *Speed restrictions*

disturbed the fire bed, and from Mallow right on to Ballybrophy the engine was not steaming well. Added to that, the coal, although Welsh and of high calorific value, was small and dusty, which did not help when one has holes in the fire! But after Maryborough the boiler had been rallied and we made a fast concluding run to Dublin in 50 min. 35 sec. against the 58 min. then scheduled. Speed did not fall below 50 m.p.h. up Kildare bank, and over the 25 succeeding miles from the Curragh Box to Milepost 2½ the average speed was 71 m.p.h., with maxima of 79 m.p.h. at Newbridge and 76½ m.p.h. at Hazlehatch. Driver Foley and Fireman Ryan, of Inchicore Shed, did a splendid job on this trip.

Table III sets out details of Mr. Nelson's return trip on the present 15.00 train out of Cork, with the same two diesels and the same load. The great superiority of diesel traction over steam of nominally equivalent tractive power in slow uphill "slogging" was shown to great effect in the start out of Cork, in which a speed of 32 m.p.h. was attained on the 1 in 60 gradient and Rathpeacon passed in 4 min. less time than it took *Maeve*, admittedly with 50 per cent. greater load. The equivalent drawbar horsepowers were 1,450 by *Maeve* and 1,625 by the two diesels. Then of course the diesels continued to be worked in the 8th notch on the continuing rising grades from Blarney past Ruthduff, and they were ahead of *Maeve* by 12½ min. at Mourne Abbey. Nevertheless a signal stop outside Mallow made the arrival there 2½ min. late. This was recovered on the next section.

Where *Maeve* was in trouble for steam the diesels were taken confidently along, with controller settings mostly between the 6th and 8th notches, and from Limerick Junction another fast run was made on to Ballybrophy. No stop is made at Thurles by this train. The working was a little easier on this latter stretch, with a spell in notch 5 through the dip beyond Goulds Cross, and an easing to 43 m.p.h. through Thurles itself. From Ballybrophy the schedule allows 68 min. for 66·6 miles to Dublin Heuston, as it now is; but this includes for a conditional stop at Portlaoise, which was made on this occasion. With the help of three miles down at 1 in 128 coming a mile after the Ballybrophy start, the train made fast time to Milepost 54, but the conditional stop in the middle of what would otherwise be a high speed section put the train 2 min. late on passing Portarlington.

Some of the hardest sustained running of the whole round then followed. Use of the 7th notch gave a sustained speed of 76 m.p.h. on the level at Monasterevan, and there the driver increased to notch 8. The Kildare bank was commenced at 77½ m.p.h. and finished at a sustained 71 m.p.h. This shows an equivalent drawbar horsepower of about 1,800, clearly the all-out performance of two locomotives with a combined engine horsepower of 2,200. The schedule is nevertheless a sharp one. Speeds after the Curragh, working mostly between notches 4 and 5, were not higher than those of *Maeve*, while conforming to the speed limit, and the average from Curragh Box to Clondalkin was 69 m.p.h. The train was then just on time, but was badly blocked at the finish by the late departure of another train occupying the platform at which the Cork train was to arrive.

By way of a "tailpiece", and providing a comparison between current performance on this side of the water, and Irish diesel performance discussed above, the run set out in Table IV, logged by Mr. C. L. Kennington, was made on the North Wales Railway Circle "Farewell '24's" tour in March 1976 and takes us from Crewe to Holyhead. The similarity of the load and of the engine power to the Irish runs is interesting, with two locomotives having 2,320 engine horsepower between them and a gross trailing load of 350 tons. The schedule of 131 min. non-stop for the 105·7 miles from Crewe to Holyhead was not difficult, but the succession of signal checks gave plenty of incentive to faster running. The line is generally favourable as far as Mold Junction, and thence virtually level to Aber except for the minor Llysfaen "hump". The average speed from Sandycroft to Abergele was exactly 70 m.p.h. with a maximum of 76 m.p.h.; and after the delays before Llandudno Junction some good running was made onwards to Bangor. There was plenty of recovery time in the schedule beyond this point, and despite further checks the arrival in Holyhead was comfortably inside schedule, with some fast running downhill from Ty Croes to Valley.

TABLE IV. LMR: CREWE–HOLYHEAD

North Wales Railway Circle, "Farewell '24's" Tour
Load: 10 coaches, 331 tons tare, 350 tons full
Locos: Diesel-electric Nos. 24 133 and 24 085

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0·0	CREWE	0	0 00	—
—			sigs.	—
3·2	*Milepost 161¼*		7 00	65/60
8·1	Calverley		11 38	67
10·5	Beeston Castle		13 46	72
16·2	*Tattenhall Junc.*	17	18 32	70
21·1	CHESTER	25	26 00	15*
—			sigs.	12
24·3	*Mold Junc.*	31	32 28	62
26·9	Sandycroft		34 52	68/70
33·5	Flint		40 49	65
37·8	Holywell Junc.	42	44 28	72
41·2	Mostyn		47 13	76
44·0	Talacre		49 42	67
47·4	Prestatyn		52 39	72
51·0	RHYL	54	55 46	66
55·3	Abergele		59 26	71
59·0	*Llysfaen Box*		62 41	62
—			sig. stop	—
65·4	LLANDUDNO JUNC.	74	77 52	40*
70·8	Penmaenmawr		84 00	59/53*
75·6	*Aber Box*		88 24	69 (max)
80·8	BANGOR	90	93 28	57/59
—	*Britannia Bridge*		—	15*
—			sigs.	11
87·1	*Gaerwen Box*	106	106 24	21
93·6	Bodorgan		113 25	68/55
96·3	Ty Croes		115 56	74/62
102·0	Valley		120 54	68
—			sigs.	—
105·5	HOLYHEAD	131	128 18	—

** Speed restrictions. Net time 113 min.*

Photo: L. Bertram

PANORAMA

WESTERN DOUBLES

Above: No. 47 224 on arrival at Par Station, Cornwall, on July 3 last, leading the 16.58 train from Newquay, having worked along the branch earlier that Saturday with the 08.20 Par–Newquay, 10.30 Newquay–Paddington (presumably as far as Plymouth) and 09.50 Paddington–Newquay. At the buffer-stop, between turns, is 47 090, "Vulcan"

Below: electric and hydraulic diesel motive power, Nos. 50 025 and 1028, "Western Hussar", combine to attack Rattery bank, north of Totnes, Devon, on Saturday, June 5, double-heading a Motorail service to St. Austell

Photo: Mark S. Wilkins

EASTLEIGH FREIGHT

Photos: Brian Morrison

Propane gas tankers from Fawley, bound for the Western Region, passing Eastleigh Station (right) on May 10 hauled by diesel-electric locomotive No. 33 015. One week earlier, electro-diesel 74 010 ran through (above) with a freight for Southampton East Docks. Looking across the yard the same day (below, left to right), electro-diesel 73 004 was "light", while 08 387 marshalled tank wagons and d.e.m.u. 1127, forming a Portsmouth train, called at the outside platform

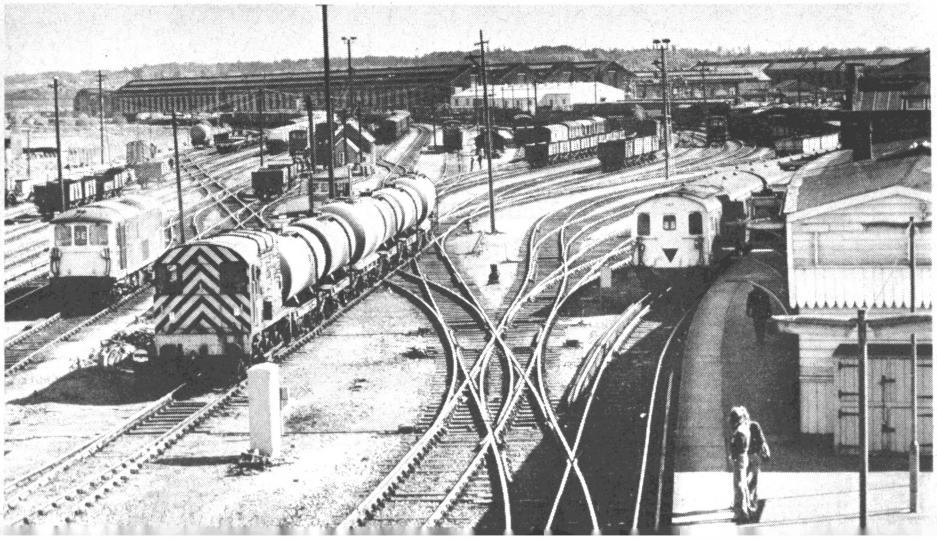


Photo: G. R. Mortimer

MULTIPLE-UNIT MOMENTS

Four-car d.m.u., the 13.55 Norwich–Cambridge, passes Spooner Row Station (above) Norfolk, on August 14 last. In North-East London on a June afternoon, a Kentish Town–Barking d.m.u. enters Walthamstow Queens Road (right), just after going under the Liverpool Street–Chingford electrified line. Routine caller at Dagenham Dock (below) in February 1975 was an e.m.u. local from Tilbury Riverside to Fenchurch Street

Photo (right): P. H. Groom

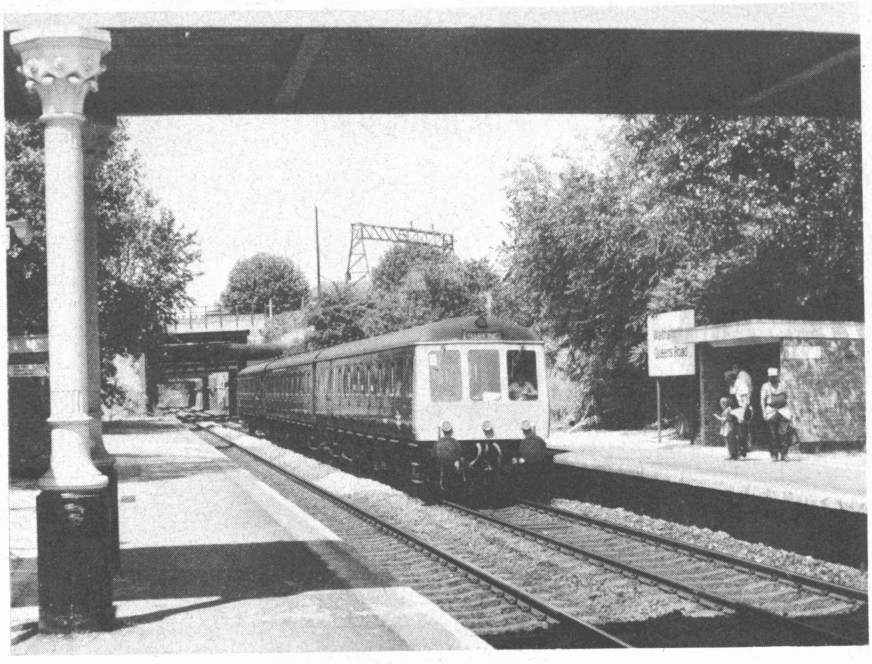
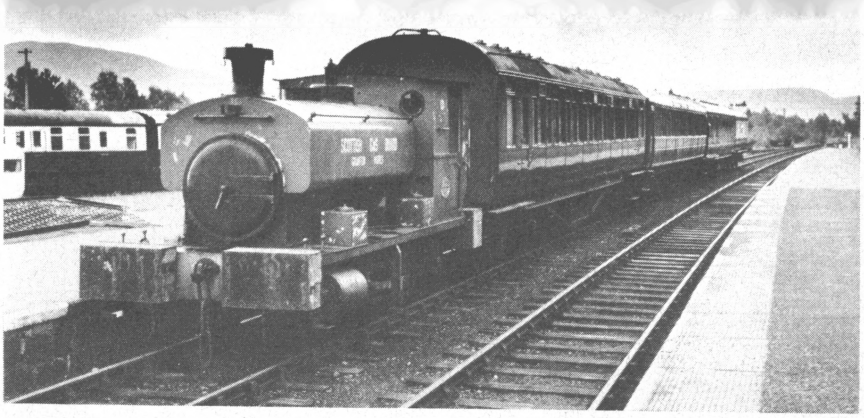
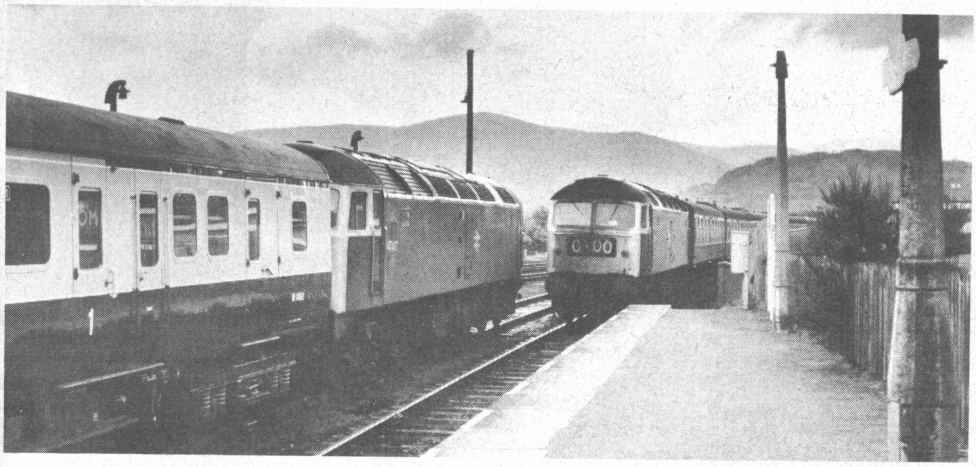


Photo: Brian Morrison





HIGHLAND GATHERINGS

Up "Clansman", 10.30 Inverness–London Euston, arriving (left) at Aviemore on May 28 last headed by No. 47 427, thence passed (above) by 47 059 on the 08.03 Glasgow–Inverness. Five miles away along the Strathspey Railway, at Boat of Garten (top) the same day, Barclay (1890 of 1926) 0-4-0 saddle-tank—Scottish Gas Board Granton Works No. 10—rested with four preserved coaches

Photos: Brian Morrison

Photo: John Goss

"EARL" NATIONALISED

Photo (above): John Goss

Recalling a 1950s scene on the Cambrian line, "Dukedog" 4-4-0 and short freight at the foot of Freshfield bank, near Sheffield Park on the Bluebell Railway, for photographic purposes on January 29. Though just restored to British Railways black livery, No. 9017 is not in working order and "a bucket of assorted combustibles" was lit inside the smokebox for effect, the train having been shunted into position by SE&CR 0-6-0 No. 592. In an earlier preservation guise on the Bluebell line, as 3217, painted GWR green and named "Earl of Berkeley", the 4-4-0 (below) arrived at Horsted Keynes on August 17, 1969, with the 13.55 from Sheffield Park. When withdrawn from Machynlleth shed in 1960, No. 9017 was the last double-frame engine in regular traffic on BR

Photo: G. F. Gillham

Strabane in 1947

C. Hamilton Ellis

WHATEVER it be just now, Strabane was a jolly place in 1947! It had several railways. There was the admirable Great Northern Railway (Ireland) heading south to Omagh—and ultimately to Belfast—but more southerly still to Enniskillen by way of Bundoran Junction and thus to Dublin. There were the delightful lines of the County Donegal Railways Joint Committee, in which the GNR as well as the Northern Counties Committee, *vice* LMSR, was a partner. Its lines stretched out to Donegal, and thence to Killybegs and, on a trailing connection, to Ballyshannon where it faced, but did not have any physical connection with, the Great Northern's Bundoran branch (the River Erne intervened).

From Stranorlar, where the CDR had its headquarters, it had a branch out to Glenties, also on the West Coast and including, right at the start, a fine girder-truss over the River Finn which had been originally intended for Norway. Then there was a narrow-gauge branch down to Derry on the right bank of the Foyle, belonging to the NCC but worked by the CDR which also worked the Letterkenny Railway northwards to connect with the Londonderry & Lough Swilly Railway. That last also homed on the Atlantic Coast at Burtonport by the Letterkenny & Burtonport Extension line.

What a splendid *omnium gatherum* of two gauges, 5 ft. 3 in. and 3 ft.! Colourful, too! As shown in my painting overleaf, the Great Northern coloured its superior locomotives celestial blue: the CDR favoured geranium red, though both descended to black for others. The latter's *Lydia* was still black in 1947, though *Alice* and *Blanche* were red. These 2-6-4 tanks, built by Nasmyth Wilson in 1912, had been named after three other engines that had gone before, named in turn for three daughters of the Earl of Lifford.

It was a lovely day when we started out from Inver, on the Killybegs line, for Derry, behind *Lydia*. We had picked our steam train, which ran about three times a week, and took our places philosophically on bare slats. At Donegal, an unbidden porter flung open the door and hauled out our much-travelled suitcases. And for why? Sure, a superior carriage was being added to the train, and it was in that we should be riding, so we should! It was so indeed! There were no passenger classes on the CDR, by then; but we got a double saloon with, in the middle, a really-truly first-class compartment, having Midland upholstery and some handsome photochromes of Matlock and Millers Dale and some other places in the Kingdom of Mercia.

At Lough Eske we were halted! *Lydia* and the saloon (detached from the rest) suddenly became a *relief train*. The tail of a down goods which we passed there, including somebody's boat on a flat wagon, was derailed on the tippetty-top of Barnesmore Gap. So we saw both Lough Eske and Barnesmore twice in one afternoon, and arrived at Strabane about three hours late. The courtesy of old Ireland prevailed! The CDR porter had already insisted on our occupying an officially non-existent first-class. The Great Northern porter bundled us into a GNR second-class (which was likewise excellent, we travelling on third-class tickets). So we came to Derry, in great comfort and content, our luggage lead-sealed from Castlefinn.

The man in Killybegs ultimately got his boat, undamaged. One is not prepared to explain how, in the painting, GNR 4-4-0 *Slieve Donard* and CDR *Blanche* came to coincide on the Strabane flyover. All things were possible in the Ireland of the late 1940s, as before, since or probably henceforward, and after five years of war with two more of slowly-diminishing austerities, life was glad.

Further, as to my picture, painted for Sir Peter Allen: *Slieve Donard* had been built by the Great Northern at Dundalk in 1938 as a replacement (with heavier frames allowed by the new Boyne Viaduct at Dundalk) for one of a series built by Beyer, Peacock & Company during 1913–1915.

BLANCHE
172
G N
172
C. Hamilton Ellis

letters

Royal power

SIR,—There has been considerable discussion over the use and desirability of a fresh Royal train but now that we have one, of three coaches at least ("Topics", February), could not BR be persuaded to give it something distinctive in the way of motive power? Might I suggest the prototype HST power units. Once production HST are completed and availability is eased, the non-standard HST would make a distinctive unit suitably repainted. It could be available either for standby or research duties when not required. Silver Jubilee year would be a good year for a "new" look to the VIP train.

Brundall, Norfolk R. R. DARSLEY

False headcodes

SIR,—On page 58 of your February issue, in the article on riding a "Deltic" on the East Coast Route, there is mention of an apocryphal story of a false headcode. There is a non-apocryphal story of a similar happening on the West Coast Route in the early fifties. When the Royal Train went to Scotland in August each year various operational procedures were followed, one of which was the provision of stand-by locomotives at selected points along the route. One of these locomotives from Carnforth stood by at the foot of Shap, and on the night in question the Royal Train passed without incident, but there was then some delay in getting the road South for the light engine.

As the signal dropped off, the "Person in Authority" on the footplate requested that express headlights be shown: and his reply to the driver's startled question was "We won't get stopped—the bobbies will think it is the Up Sleeper". So they came South to Carnforth, a class "5", tender first with class "A" headlights. But it was 3 a.m., and all Higher Authority was asleep.

Kingswood, Bristol C. T. TAYLOR

High-speed bargain

SIR,—We are not as naive as your correspondent, Mr. E. W. Hardy, would have you believe in his criticism of Western Region's special offer on the "Inter-City 125" trains (February). The offer was indeed a sell-out—not because of what your correspondent calls "a derisory low number of seats" but because of the attractiveness of the product and the widespread publicity received. Indeed, 10,000 seats at £1·25 return was a reasonable number bearing in mind this was a special introductory offer. It was quite deliberately cut off at the beginning of December as the pre-Christmas traffic movement reduced off-peak seat availability and it would have made no commercial sense to have continued the offer through this period as ordinary fare revenue would have suffered with passengers opting to buy a lower price ticket.

In fact, we immediately set up another special offer covering the next real off-peak period, which is also selling well, with some 8,000 seats at £2·50 return from Paddington and Reading. This offer ends during March.

To be effective and successful, special offers, by their very nature, have to be limited in the same way that a supermarket, for instance, has attractive and tempting "money-off" offers for periods as short as a week. Let's keep things in perspective. The whole scheme represented less than one per cent of the earnings of the services for the period. The main objective was to publicise the "Inter-City 125" and in this we succeeded beyond all our expectations.

Paddington Station, London W2 J. G. SMITH, Chief Passenger Manager, British Railways, Western Region

SIR,—British Railways treatment of potential passengers was not quite so ham-fisted as Mr. Hardy would seem to suggest. I wrote to the Travel Centre at Paddington Station for six, special £1·25 return tickets to Swansea, two for a Tuesday and four for a Saturday in November. Although the original dates I booked-for were fully subscribed, BR sent, on approval, six tickets for a Swansea trip, four for Saturday, December 4, and two for Tuesday, December 7. I had requested travel on the 11.00 Paddington to Swansea and the 16.00 return; BR even obliged with this request. In my experience, a real attempt was made to meet the over-subscription to the "High-speed bargain".

Hoddesdon, Herts. S. J. BUTLER

Dinner in the diner

SIR,—I was indeed surprised to read your editorial (February) in praise of the dining car. As a lifelong eater by train I have been saddened by the ever declining standard of these establishments and would assure you that railway food is now no less synthetic than the powdered coffee or added whitener. Luncheon or dinner is always entirely predictable: soup from the packet, frozen chicken leg (or gammon and pineapple) followed by processed fruit salad and hard ice cream. Whatever happened to the roast joints, steak and kidney puddings and hot sweets that were *de rigueur* at least until the 1960s? No doubt they, together with teatime sandwiches and second helpings at breakfast, have disappeared in the march of progress, largely forgotten by an undemanding and undiscerning travelling public.

London SW3 PHILIP SHAW

SIR,—Travelling from Leeds to Kings Cross on the fast midday train I read your tribute to the generally high standard of catering on BR. Thus encouraged, I determined to accept the steward's bidding to lunch. The service proved most attentive, the main course admirable, even the soup appetising. But the restaurant car itself, in point of noise, heating, quality of ride and furnishing, fell far below the level of the other second-class accommodation in the train. We are assured that a new generation of restaurant cars will soon be available, and not before time. In the meanwhile, the prices charged by Travellers-Fare entitle its patrons to some comfort. Would it not be wise to extend the practice of allowing second-class passengers to use the open first-class saloons while main meals are taken?

Leeds 16 DAVID DILKS

Corridor walkers

SIR,—I was very interested by Mr. B. R. Oliver's letter (February) about rail tours. Like him, I find that certain people leave something to be desired as travelling companions. The pseudo-knowledgeable gricer is certainly a problem; however, all but the most brazen can usually be silenced by having a few of their most obvious errors pointed out to them.

I wonder whether annoyance with the above group clouded Mr. Oliver's judgement about corridor

walkers. I know neither where Mr. Oliver was sitting, nor what the order of stock was, and therefore can only hypothesise rather than analyse, but a figure of around 2,600 is hardly excessive if he was sitting between the buffet car and the sales brake. Most people on a rail tour visit the buffet once, a lot of them twice. Allow "local" movements for calls of nature, and the fact that the majority of passengers would walk past him on their way to and from the sales stand, and the figure of 2,600-plus movements becomes not only explainable, but modest in a long, well-loaded train. As for moving the sales stand round, the amount of goods on display on most of these tours would if thus moved cause a grand and glorious clutter far in excess of the four to five people per minute that Mr. Oliver endured.

To my mind, a far worse problem, though happily only associated with certain types of stock, are the characters who shove their heads out of the window through which one had planned to look, and remain there for much of the journey, restricting the view of several people to a close-up of someone else's behind and a toy-box full of ostentatious ironmongery.

Croydon, Surrey HANDEL S. KARDAS

Brunel beer mat

SIR,—I was interested to read about the Ind Coope beer mat (January, page 36). Readers may be interested in the enclosed Courage mat featuring I. K. Brunel.

London NW6 M. MCKINNELL

[Reverse sides of the 12 mats in the set show examples of Brunel's achievements—Ed., *RM*]

"Silver Jubilee" pub appeal

SIR,—I was interested to see Mr. I. P. Peaty's letter (January) drawing attention to the Ind Coope beer mat. While we know of no similar existing mats we are, as the architects for a new public house in Peterborough to be named "The Silver Jubilee" after the 1935 LNER streamliner, interested in instituting a new range of such mats for use in this pub. We would therefore be interested to hear from any of your readers who could let us see tickets, menus, posters, labels, etc., for this train which might be suitable for reproduction. In addition, if anyone knows of one, we are seeking a model of the train for display in the pub.

1 Pemberton Place, Cambridge CB2 1XB

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His Great Western Railway connects four Courage breweries in Plymouth, Reading, Bristol and London.
COURAGE TAVERN
...it's what your right arm's for.

Obverse of Brunel beer mat. Each of the series of 12 is printed in black and red (see above)

Short-sighted policy

SIR,—The policy of British Railways not to name any more locomotives is very short sighted, breaking with tradition dating back from the earliest engines. More important, I believe, such naming stimulates interest among schoolboys who like to go "spotting." The spin-off from this when these youngsters become adults with families could well mean a good percentage of them becoming regular train users.

I wonder if anyone with the time and administrative know-how has ever thought of forming a society with the aim of raising money to buy nameplates for BR locomotives. Then perhaps BR could be persuaded to fit them, with no cost to themselves.

Grimsby CLIVE WILSON

Tunnel economics

SIR,—I note from a local press report that British Railways, faced with a £3m bill over the next five years for the replacement of electrical equipment on the Manchester–Sheffield (via Woodhead) line, is seeking to re-route the line's traffic and close it, probably by the end of next year. Meanwhile, for the third year running all Hope Valley line traffic is re-routed onto the Woodhead route on Sundays while essential repair work is carried out on the long, old and crumbling Cowburn and Totley tunnels; a usually reliable source puts the cost of this work at £7m. There is only one tunnel on the Woodhead route, concrete lined and a mere 22 years old. Perhaps one of BR's economists would care to explain this line of thought to me, as I find it utterly incomprehensible.

Hadfield, Cheshire R. PAUL WHITE

St. Albans service

SIR,—With regard to Mr. C. S. Conway's letter (February), I feel I should put another customer's point of view concerning services on the Watford–St. Albans Abbey branch. On application at the suburban ticket office at Euston to book to St. Albans, I was sold a ticket to Watford and requested to re-book on the Paytrain. At the same time, I was handed a train service card for the branch, which besides showing the Sunday service, also gives details of connectional times to and from London.

Enfield, Middx. D. J. MANN

Timetable prices

SIR,—Mr. B. Moore (February), who finds the BR all-line timetable too expensive, should try to buy the official timetable of the SNCF (French National Railways). The main timetable consists of five separate regional volumes at 15 francs each, plus a separate volume containing index, general information, international and inter-regional connections, and so forth, which is given away free to purchasers of any or all of the regional books, but cannot be purchased by itself. However, to have the

whole system absolutely complete, it is also necessary to buy four booklets of Paris suburban services at three francs each. Total, 1,000 large and 450 small pages, is 90 Francs (£10·50 at the current exchange rate)—twice a year, for the timetable appears in separate summer and winter editions.

The *Chaix* timetable, the equivalent of *Bradshaw* though it also served as the official timetable, has now ceased publication, and even twenty years ago the complete all-line one-volume *Chaix* cost the equivalent of £1. Remember, too, that *Bradshaw* cost 12s. 6d. (62½p) when it last appeared in 1961, and consider inflation in the ensuing fifteen years! On the other hand, BR could certainly learn from the West Germans or Swiss the art of compressing lots of trains neatly into a small space; if the BR timetable adopted the same layout as the DB timetable, it would probably be less than half the present size, and would therefore presumably be less costly to produce.

Newcastle, Staffs. E. K. STRETCH

Narrow-gauge stock changes

SIR,—Further to the article "Beyond British Rail" (January), your readers will no doubt be interested to learn of subsequent developments relating to narrow-gauge locomotive stock changes during 1976, for the British Isles—results of the "perpetual" survey conducted through the medium of *Narrow Gauge Times* ("The Narrow Gauge Locomotive Register"):

	1 ft. 6 in. to 4 ft. 6 in. gauge	15 in. gauge
Added to stock	48	6
Deleted from stock	57	NIL
Re-allocated	132	9

These popular *NGT* stock changes are being extended in 1977 to cover certain overseas countries and eventual world-wide coverage is the aim.

West Ewell, Surrey PETER NICHOLSON
News Editor, for *Narrow Gauge Times*

Cavalcade in miniature

SIR,—May I please point out three mistakes in Robin Butterell's enjoyable article (February) on the Ravenglass & Eskdale Railway "minicavalcade". The locomotive from Dundee Gas Works is a 0-4-0 saddle-tank and not a 4-4-0; the locomotives in the photograph on page 88 are proceeding from and not to Ravenglass, whose distant signal can be clearly seen; and Mrs. Steel is the sister of the late Mr. Henry Greenly and not his daughter. Also, while it is true that the suspension of the new railcar may give a smooth ride at 30 m.p.h. plus, it should not be assumed from this that the RER has any intention of operating services at anything like this speed.

Cockermouth, Cumberland D. R. WEBB
Hon. Secretary,
Ravenglass & Eskdale Railway Preservation Society Limited

SER "B" class 4-4-0s

SIR,—In your reply to Mr. N. S. Saunders (February), you say all James Stirling's class "B" locomotives on the South Eastern Railway were later rebuilt as "B1"s. This was not so, Nos. 34 and 458 remaining domeless until the end which came, according to my records, in 1930 and 1931 respectively. Also, the reduction in cylinder diameter took place after the reboilering and not at the same time, as you infer.

The "B"s could easily be distinguished from the designer's earlier "F" class because of their orthodox square cabs, instead of the "F"s spartan, rounded variety, and their larger diameter and higher pitched boilers. However, the rebuilt engines of classes "B1" and "F1" were indistinguishable, the lineage only being made obvious by the "modern" design of tender attached to the "B1"s, against the visible springs above the footplate and consequent narrow superstructure of those attached to the "F1"s. I know of no case of tender swapping between the two designs.

Welwyn Garden City, Herts. ARTHUR LL. LAMBERT

SIR,—The last one to be rebuilt from "B" to "B1" was No. 441, in March 1927. The only one actually to carry its BR number was 31446, not 1443, although, as stated, the latter was the last to remain in traffic.

Berkhamsted, Herts. H. C. CASSERLEY

Invigoration title

SIR,—I was interested in, and in broad agreement with, your editorial note "Public Interest" (February). However, I would like to point out that our Society, formerly the ponderously-named "Society for the Re-invigoration of Unrenumerative Branch Lines in the United Kingdom" (SRUBLUK), changed its title to the "Railway Invigoration Society" at our Annual General Meeting in 1964. The present title, apart from being less ponderous, is more appropriate to recent and present times, with branch lines by no means the only routes on which services are threatened with the "axe".

Bearsted, Kent R. V. BANKS
Chairman, Railway Invigoration Society

Not BR's last diesel-hydraulics

SIR,—There has, naturally, been much correspondence recently concerning the "Westerns", but how many of your readers realise that these are *not* BR's last diesel-hydraulics. True, they are the last diesel-hydraulic locomotives, but what of the Lea Valley d.h.m.us? I am sure no one will be at Custom House or Lea Bridge to witness 50995/59459/51173 make their last journey from North Woolwich to Tottenham in a few months from now.

London E16 RICHARD SQUIRRELL

Great Western leanings

SIR,—No doubt some bias by *The Railway Magazine* towards the unaccountably popular Great Western Railway is to be expected, but your February issue was beyond what is ordinarily decent. There were four pages of photographs devoted to Western and Great Western happenings, and two effulgent letters. Perhaps if a class "52" is preserved someone will have the good humour to rename it *Western Flatulence!*

Bristol 10 ANDREW DOW

God's Wonderful Railway

SIR,—With reference to Mr. C. W. Herbert's disclosures of the names of locomotives in Isaac Watt's hymns (February, page 91), John Keble, a century later, must have thought there were railways in Heaven. His hymn for St. John the Evangelist's Day includes the line, "Well thy *saints* have kept their station".

Bromley, Kent J. G. COXWELL

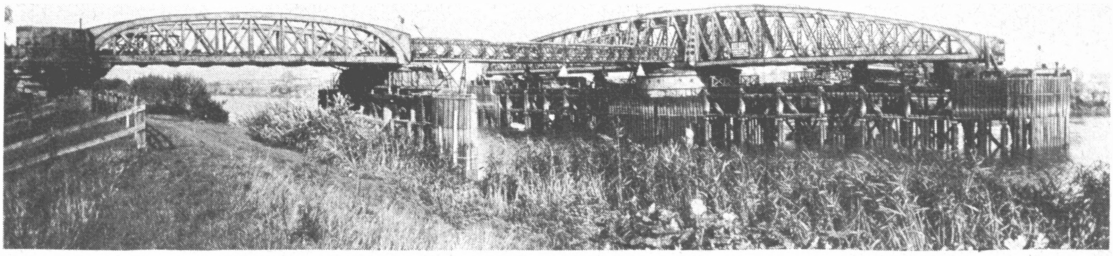


Photo: Infopress Limited

Dismantling by Kelsall (Demolitions) Limited of the disused Hull & Barnsley swing bridge which spanned the River Ouse at Long Drax, south of Selby, began in September ("RM" November, page 591) and will be completed this summer. Track and the engine house have been removed and a Bailey bridge constructed to carry out sections of the bridge to the river bank. Of steel construction with a weight of some 1,000 tons, it has two approach spans of 75 ft. and the main span is 250 ft. long

notes+news

New station for Bury

A BUS/RAIL interchange station is to be built at Bury, Lancashire, writes Mr. W. G. Vevers, on the site of the old Knowsley Street Station and goods yard closed in 1970, and replacing Bolton Street Station, which dates back to 1847 and was the headquarters of the East Lancashire Railway. The present line to Manchester which runs into Bolton Street Station will be diverted to run on the trackbed of the former locomotive loop line (closed in 1967) to the Knowsley Street site.

Steel railhead for West Midlands

BRITISH STEEL CORPORATION is to build a new railhead near Wolverhampton as part of a scheme which will switch up to 6,000 tons of steel a week from road to rail. Its application for a grant of £671,000 towards the cost has been approved by the Secretary of State for Transport under Section 8 of the Railways Act, 1974, because of the scheme's value in protecting the environment by taking large tonnages off the roads. The railhead, at BSC's Bilston Works, will act as a transhipment depot for steel produced for Midlands' markets at major complexes of BSC in North-East England. Trains carrying up to 1,000 tons each will convey steel across country, largely in the form of coiled plate from Lackenby Works, Teesside, and billets from Appleby-Frodingham Works, Scunthorpe.

Lime delivery contract signed

A CONTRACT worth more than £2m over the next four years for delivering 170,000 tons of lime—used in the basic oxygen steelmaking process—per annum from the Tunstead Quarry of ICI Limited, in Derbyshire, to Port Talbot Steelworks, in South Wales, has been signed by British Railways, London Midland Region, and British Steel Corporation. Each week five trains carrying up to 680 tons of lime will give an overnight service to the steelworks. Covered hopper wagons, modified to match loading hoppers at the quarry and with bottom door discharging, will be used. These air-braked wagons are of 46 tons gross laden weight with a 31 tons carrying capacity. Following discharge at Port Talbot the wagons will be returned the same evening to provide a next-morning arrival at Tunstead.

Cement trains for Northumbrian water project

CEMENT for use in construction work on the Kielder Water Scheme, a £100m project being developed by the Northumbrian Water Authority, is being carried by British Railways from the Clitheroe (Lancs.) plant of Ribblesdale Cement Co. Ltd. to Hexham (Northumberland). London Midland Region is conveying the cement in complete train loads each consisting of 15 "Presflo" wagons. These are gravity loaded through top hatches in the Ribblesdale private siding and discharged at Hexham by introducing compressed air which transfers the cement to road vehicles for final delivery to the construction site, a round trip of 45 miles. More than 10,000 tons of cement will be delivered by rail each year for the next three years to the Hexham railhead, by which time the bulk of the construction work on the Kielder Water Scheme will be completed.

Refurbished diesels in Scotland

DURING the next three years more than forty of British Railways, Scotland, diesel-multiple trains—about a third of the country's fleet—are to be modernised at a cost of £15,000 each. They will be gradually phased into operation on the Dundee/Arbroath, Edinburgh/Fife/Dundee, Inverness/Aberdeen and Edinburgh/Stirling routes, as well as a number of commuter lines in the Greater Glasgow Passenger Transport Executive area.

Externally, the trains have a livery of white bodywork and rail blue waistband, which is used to provide a background for BR and, where appropriate, the GGPTE symbols. The interiors are undergoing a "facelift" to provide more attractive travelling conditions, including the covering of seats, new fluorescent lighting, gangway lining and improved decor finish.

Enquiry into derailment at Newton Junction

MR. G. F. W. SINCOCK of the Railway Inspectorate, Department of Transport, was appointed to hold a public enquiry on January 25 into the derailment of a freight train at Newton Junction, near Ayr, Strathclyde, on November 9.

Nuneaton accident report

MAJOR C. F. ROSE'S report into the derailment of the 23.30 Euston–Glasgow sleeping-car train at Nuneaton on June 6, 1975 (HMSO £1·60), in which two passengers and two sleeping-car attendants were killed, concludes that the accident happened because the train was driven at a speed of approximately 80 m.p.h. over a section of track that was subject to a temporary speed restriction of 20 m.p.h.

Although information about the speed restriction was correctly published in a printed notice, and warning board, speed indicator and termination indicator were each correctly sited according to the Rule Book, the light in the warning board illuminating the 20 m.p.h. speed restriction panel was extinguished due to the failure of the gas mantle, and the remaining two lights in the warning board had both gone out because of failure of the propane-gas supply, which had not been properly connected.

Both driver and secondman of the derailed train said that, failing to see any lights, they had assumed that the temporary speed restriction had been lifted, even though the notice imposing it was still in force. However, Major Rose concludes that the major share of responsibility for the accident must lie with the driver, though he does not carry the responsibility alone.

Withdrawal of freight facilities

NOTICE was given by British Railways Board that it planned to withdraw freight facilities during March from Aylsham, in Norfolk.

Waterford–Rosslare assurance

THOUGH CIE stated last year that closure of its line from Waterford to Rosslare was "inevitable" (*RM* October, page 537), the Irish Minister for Transport & Power told a meeting in Thurles on January 19 that there was no question of its closing in the immediate future and not "until a suitable alternative transport service is provided". One of the problems was that there is no satisfactory road link between Wexford and Waterford, and to establish such a link would necessitate conversion of the Barrow viaduct into a road bridge.

Railway sound recordings sought

JIM PALM, Editor of the BBC London monthly radio programme "Rail", is anxious to obtain details relating to lesser-known railway sound recordings which have been issued over the years by societies and enthusiast groups, including material produced some years ago which may no longer be on the market. Readers with information on this subject should send it to Jim Palm, Editor "Rail", Room 2, Egton House, Broadcasting House, London W1A 1AA.

"Gothenburg" name restored

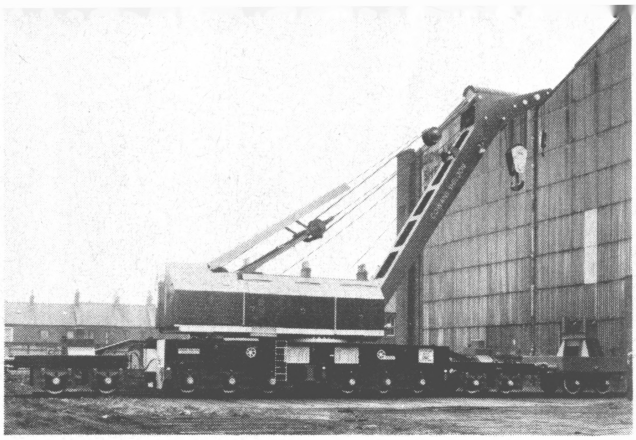
FORMER Manchester Ship Canal Company 0-6-0 side-tank No. 32 (Hudswell Clarke 680/1903), owned by the East Lancashire Railway Preservation Society at Bury Transport Museum, Lancashire, has had its original name, *Gothenburg*, restored. Names of MSC locomotives were removed during the first world war.

South African steam attractions

ALTHOUGH some 2,000 steam locomotives remain in ordinary service, mostly relegated to goods haulage and shunting, South African Railways is organising a series of day excursions for steam enthusiasts, from Johannesburg to Brits, via Pretoria, a distance of nearly 80 miles. The train consists of a mixture of old and new stock with modern lounge and dining facilities. Traction is electric to Pretoria and steam from there to Brits. The excursion leaves Johannesburg at 09.05, returning at 16.48: cost is R12·50, including lunch, with reduced rates for children. Departure dates decided on so far are February 26, April 2 and May 28, all Saturdays. Enquiries can be addressed to South African Tourist Corporation, 13 Lower Regent Street, London SW1Y 4LR.

80-ton cranes for Iraq

COWANS-SHELDON branch of the Crane & Bridge Division of Clarke Chapman Limited is building



four 80-ton diesel-electric rail-mounted breakdown cranes for the Iraqui State Railways. The cranes have double relieving bogies which reduce axleload to meet the Iraqui State Railways requirements.

Names for new US locomotives

A CORRESPONDENT in the January issue of our American contemporary *Trains* notes that the Chicago, Rock Island & Pacific Railroad is applying names to its 56 new "GP38–2" diesel-electric locomotives, in the words of the railroad, "as a modest tribute to our friends and supporters who have cared closely about this railroad and to the people and communities we serve in 13 states." Some of the names are: 4300, *The Rock Islander;* 4301, *John L. McLellan;* 4302, *Dewey F. Bartlett;* 4303, *Iowa;* and 4310, *The American Railfan.* Of particular interest to the staff of *Trains* is No. 4315, *David P. Morgan*—the magazine's Editor.

£3m required to restore MER

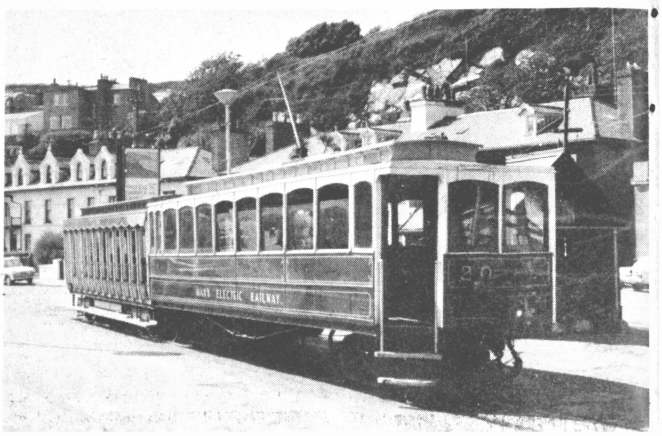
TRANSPORT STEERING COMMITTEE of the Isle of Man Government has produced a report stating that a minimum of just over £3m is needed to repair, maintain and run the Manx Electric Railway, including the section from Laxey to Ramsey, closed since October 1975. Of this, it is estimated that a minimum of £996,900 or a maximum of £1,419,900 would be required for the Laxey–Ramsey section, depending on whether it is relaid in single or double track.

"The Bug" back for Romney Jubilee

BACK on the 15 in.-gauge Romney Hythe & Dymchurch Railway this year is restored 0-4-0 locomotive *The Bug*, which originally was built by Krauss in 1926 for running over temporary track during construction of the line, first on the New Romney–Hythe section, thence moving to the

Manx Electric Railway motor car No. 20 and trailer at Derby Castle terminus Douglas last July (see above)

Photo: K. Martin



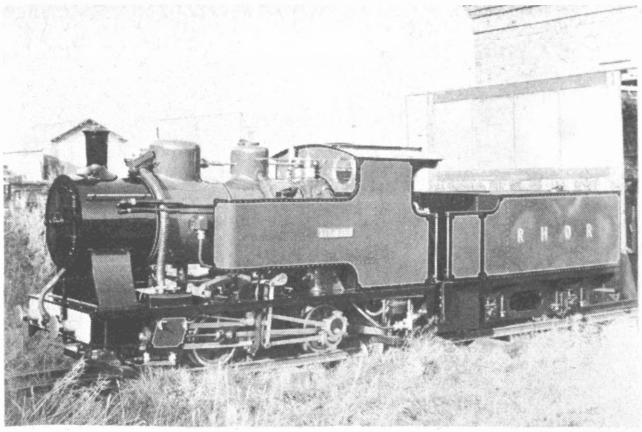


Photo: A. R. W. Crowhurst

RHDR "The Bug", which after more than forty years is back at New Romney restored to working order (see below)

Dungeness extension. Afterwards, being too slow and under-powered for normal traffic, *The Bug* was sold in 1933 to a showman in Blackpool, but was soon purchased by Belle-Vue Pleasure Gardens in Belfast, where it operated until about 1950. Then the engine was sold for scrap and spent nearly twenty years under a pile of "old iron" in Andersonstown, West Belfast, until rescued in 1969 and subsequently sold to Mr. W. H. McAlpine in 1972. The tender had not survived, but much of the original locomotive exists below the running plate in the rebuilding, which was completed towards the end of last year. A new boiler was made: it is intended to sectionalise the old one for display at New Romney.

The Bug, which also has carried the names *Sir Crawford* and *Jean*, will be one of the major exhibits in the railway's Golden Jubilee exhibition, which will be opened at New Romney on April 5, when David Shepherd visits the RHDR to name the German-built Pacific acquired last year (illustrated *RM* December, page 644) *Black Prince*.

Longer season on Dart Valley

REOPENING to Totnes Riverside from its temporary 1976 terminus at Staverton Bridge as well as a longer operating period on the Buckfastleigh line, and a standardised daily timetable including an additional peak-season train on the Paignton–Kingswear (now named the Torbay & Dartmouth) line, are highlights of Dart Valley Light Railway operation this season. Both sections reopen on April 3 and the Torbay line continues without a break until October 2. The Totnes line runs through the Easter period—there is a three-day Steam Fair at Buckfastleigh over that holiday (see "Coming Events")—until April 17, then Sundays only until daily operation restarts on May 29 and continues until September 11; and there will be special running during the school autumn half-term holiday week, October 23–30. Return trains will depart daily from Paignton at 10.30, 12.00, 14.30 and 16.00, and from Buckfastleigh at 11.30, 13.45 and 15.00; in addition, both lines will have a later afternoon service during the peak season. The new platform at Totnes Riverside is nearing completion, but cross-river access to Totnes town will not be possible yet.

Metropolitan water tower for Devon

A RELIC of steam days at Chesham Station, terminus of the branch from Chalfont on the Metropolitan Line of London Transport, has been acquired by the Dart Valley Railway. The 2,500-gal. water tower is to be dismantled, moved to Devon by road and re-erected on the Torbay & Dartmouth Railway, probably at Paignton.

Another Metropolitan water tower, formerly situated at Rickmansworth Station, already is back in service at the preservation centre at Quainton Road, Buckinghamshire.

Three "Austerities" on Strathspey

OF three former colliery "Austerity" 0-6-0 tank engines now on the Strathspey Railway, No. 48 (Hunslet 2864 of 1943) was steamed for shunting at Aviemore on the day of arrival, September 4, while Nos. 9 (Robert Stephenson & Hawthorns 7097/1944) and 60 (Hunslet 3686/1948) are being stripped for examination. Vacuum-brake equipment will be required for passenger working, and this is to be fitted.

Diesels for Strathspey

A SIMPLEX tractor has been presented by the Tomatin Distillers Company to the Strathspey Railway, and is likely to become a track inspection vehicle. An appeal for £500 to conclude purchase and transport to Aviemore of a 200-h.p. diesel-hydraulic 0-4-0 built by North British Locomotive Company in 1956 has been made: donations should be sent to the Strathspey Railway Company Secretary, 111 Union Street, Glasgow G2.

Renovation of Boat of Garten Station has been recognised officially by its inclusion in awards for "appearance of properties devoted to tourist purposes in the Spey Valley" made by the Scottish Civic Trust and the Spey Valley Tourist Association. Near that station, a set of friction buffers acquired from the NCB at Dollar Mine are being installed to mark the present northern extent of the line.

"Winston Churchill" for Didcot?

SPEAKING on the subject of "Homes for national relics" at the Annual General Meeting of the Association of Railway Preservation Societies at York on January 29, Dr. John Coiley, Keeper of the National Railway Museum, said that there was a need for a

Renovation nearly complete at Boat of Garten Station, on the Strathspey Railway, which has won a tourist award (see above)

Photo: Ian Davidson

reserve collection, so that the display at the NRM could be varied from time to time, and to avoid gaps when exhibits were removed for running or maintenance. The items of stock currently stored in the old Pullman works at Preston Park, near Brighton (*RM* January, page 3) could form this reserve and would initially be moved to the former freight depot at York, now used by the NRM as a store.

It had been agreed already, he added, that SR "Q1" 0-6-0 No. 33001 should be under the stewardship of the Bulleid Society on the Bluebell Railway, and that SR 4-6-0 No. 30850, *Lord Nelson*, should go to Steamtown Railway Museum, Carnforth. The NRM had also received a request from the Great Western Society Limited that SR Bulleid Pacific No. 34051, *Winston Churchill*, should go to Didcot Depot where members of the GWS would restore it as a static exhibit and place it on display. Dr. Coiley added that these initial movements of items in the national collection would not preclude their going elsewhere at a later stage.

Replying to questions, Dr. Coiley said that the signal collection, formerly in the old York Railway Museum, was being moved into store for attention and was not likely to be ready for display for another 12 months. He also said that although the NRM could not charge admission, this being Government policy and applied to all national museums under the Department of Education & Science, proposals were being discussed under which a Society of Friends of the NRM could place a voluntary collecting box in the museum, the funds from which could be used for the benefit of the NRM.

Footplate access at NRM

IN response to many requests for such facilities at the National Railway Museum, York, the public now can gain access to the footplate of one of its locomotives, L&SWR Adams 4-4-0 No. 563. To cope with the large number of visitors, separate steps are provided on each side of the cab for entry and exit.

Restored in bronze green with raised details on the castings picked-out in different colours, a "Penford" hexagonal-design pillar box which stood on No. 6 platform at Sheffield Midland Station from February 1870 until April 1975 has been mounted in the entrance of the NRM.

Llangollen deliveries

A GWR brake-third coach of 1929 vintage, owned by an advertising company, Nigel Rainbow & Partners, has been delivered to the Flint & Deeside RPS headquarters at Llangollen Station. It previously was used on the Severn Valley Railway and later stored at the Dowty site at Ashchurch, whence it travelled by rail to Wrexham and then was transported by road to Llangollen. Other recent additions to rolling stock there include a Fowler (4000007 of 1947) 0-4-0 diesel-mechanical locomotive and an LMS-registered (164494 of 1944) tank wagon. Both have been presented by Burmah Castrol Limited, of Ellesmere Port, and have been put straight into service, the former on track-laying and ballasting operations and the wagon for storing diesel fuel.

More cover for Didcot

VISITORS to the Great Western Society at Didcot, which begins its season with the Easter Open Days on April 9–11, will notice improvements since 1976. Most important development is the new carriage shed, 150 ft. long, which as well as a fully enclosed

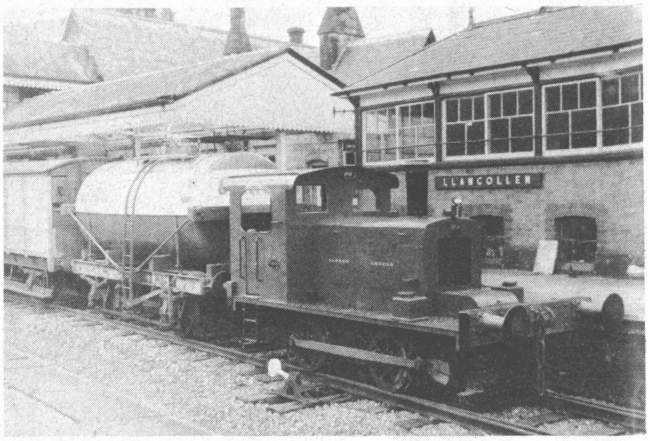


Photo: Flint & Deeside RPS

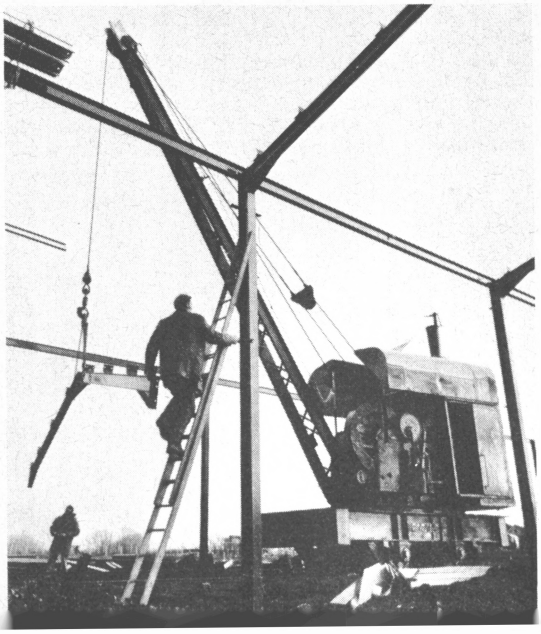
Fowler four-wheel diesel and tank wagon at Llangollen Station

restoration workshop, with roller-shutter doors, has six storage tracks under cover. This shed was erected by contractors in January and February, aided during construction of the steel framework by the six-ton Smith Rodley steam crane preserved at Didcot. Total cost of the structure was in excess of £33,000—excluding trackwork. At present temporary sidings have been laid to the shed and eventually it is intended to provide access with a traverser, already on site at Didcot, which has been purchased from Derby Litchurch Lane Works, though it is estimated that installation will cost about £8,000.

Another improvement is that the main engine shed has been repainted and repairs carried out to the roof, thanks to a Manpower Services Commission grant which enabled the GWS to employ 12 people through the winter on this project. It is an interesting fact that the engine shed was built by the GWR in

Erecting steelwork of Didcot carriage shed, with the GWS depot's preserved Smith Rodley steam crane lifting a roof girder (see above)

Photo: Great Western Society



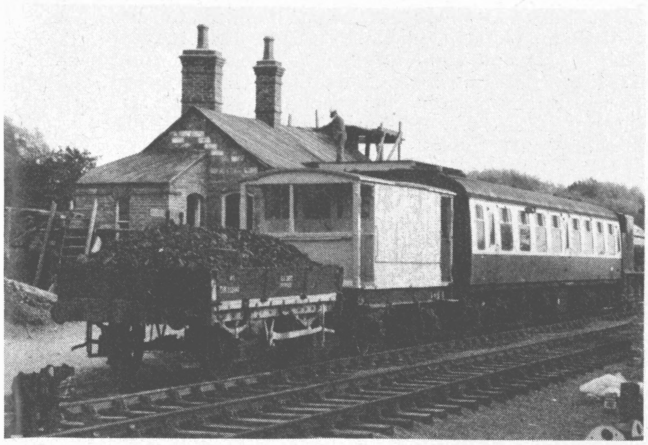


Photo: Rentokil

Roof of re-erected Castle Hedingham Station receiving treatment against woodworm (see below)

1932 using a government grant under the 1929 Loan Act, also designed to relieve unemployment! The engine and carriage sheds together give Didcot more than 600 yards of track under cover.

It is expected that locomotive 3738 will be completely restored in time for Easter, with the initials GWR painted on the pannier-tanks. Purchased from Barry scrapyard in 1974, No. 3738 made its public debut in steam during September 1976, although at that time the livery was not complete.

After Easter, Didcot will be open on the first and last Sunday of each month, until October 30, also spring and late-summer holiday Mondays. On all these dates opening times will be 11.00–17.00 and locomotives will be steamed, with train rides in vintage GWR coaches. There will also be Schools Steamdays from July 4 to 6.

Boarders repelled

WOODWORM in the old Sible & Castle Hedingham Station building, which is being re-erected alongside a section of restored track two miles away by the Colne Valley Railway Preservation Society, has been treated free of charge by a Rentokil team from Colchester.

Colne Valley Railway stock

FOUR steam locomotives have now been accumulated by the Colne Valley Railway Preservation Society at Castle Hedingham, Essex, writes Mr. W. L. Rothschild, who adds that these are: 0-6-0 Hunslet saddle-tank (3790/1952) *Castle Hedingham;* 0-6-0 Vulcan Foundry saddle-tank (5309/1945) No. 72; 0-6-0 Robert Stephenson & Hawthorns saddle-tank (7765/1944) No. 40; and 0-4-0 Avonside saddle-tank (1875/1921) *Barrington.* There is also an LMS brake van (*ex*-Barrington Cement Railway) and an *ex*-LNWR 11-ton open wagon of 1911, No. DM202440. It is hoped to import some coaches from Norway and two stations are being rebuilt with the loading-gauge suitably increased to accommodate them.

Since Mr. Rothschild wrote to us, a fifth locomotive has been moved to the site. This is the Gravesend Railway Enthusiasts Society's 0-4-0 Hawthorn Leslie saddle-tank (3715/1928) No. 1, *ex*-Associated Portland Cement Manufacturers, Swanscombe, Kent, which had been at the South Eastern Steam Centre, Ashford, Kent.

Gresley buffet at Chappel

FORMER LNER Gresley buffet car No. RB9118, built in 1936 and privately preserved by a Stour Valley RPS member, arrived at Chappel & Wakes Colne on January 29. Its owner is restoring the vehicle to prenationalisation condition.

Engine shed for Grosmont

NORTH EASTERN LOCOMOTIVE PRESERVATION GROUP, together with owners of three locomotives on the North Yorkshire Moors Railway, has purchased from Longmoor Camp, Hampshire, a 140 ft × 37 ft. shed which is to be erected at Grosmont to provide covered accommodation on three roads for five tender and two tank locomotives. The site has been cleared in preparation for work to commence on foundations and tracklaying, and this has meant demolition of the Deviation signalbox which once served the branch to Beckhole—it has been in use for volunteer accommodation and for storage of locomotive parts. The NYMR is providing track, points, and so on, but the work is being carried out by volunteers from NELPG. Completion will enable Grosmont Tunnel to be used for housing other items of rolling stock during the winter.

Pickering Station renovation

VISITORS to the North Yorkshire Moors Railway this year will find a brighter southern terminus. Pickering Station is undergoing considerable internal alterations so that a National Park Information Centre and a Tourist Board Centre are housed together with an improved gift and bookshop. The historic exterior of the station has been repainted in white, pale grey and light green.

Electric colour-light signalling is to be installed to control movements of trains between Pickering and New Bridge Signalbox—in contrast to Levisham where a North Eastern system is fully operational. In connection with this, modifications to the Pickering layout are being undertaken, and the running line in 1977 will not be characterised by the two "dogs legs" at New Bridge and near High Mill which have caused problems in the past.

Plans have now been finalised regarding the future of BR standard 2-6-4 tank No. 80135. An NYMR member has agreed to finance restoration to running order and this work is to be undertaken soon. During 1977 also, the various public bodies with an interest in the railway are financing a feasibility study to examine what may be the best form of development for the line in the future. In the meantime, the local authorities have agreed to carry out work on improving Levisham level crossing at a cost of about £13,000. This work was needed if the popular Forest Drive had to be kept open, and there will be flashing lights and a lifting barrier which can be automatic or controlled from Levisham Signalbox.

Future plans for Tyseley

AN agreement whereby West Midlands County Council takes a one-third holding in the charity administering the Birmingham Railway Museum, Warwick Road, Tyseley, Birmingham, is being finalised between the County Council, the Standard Gauge Steam Trust and 7029 Clun Castle Limited.

The three County Trustees and Directors are Councillor Sir Stan Yapp and Councillor John Taylor, the leaders of each of the two political parties, and Councillor H. A. Neale.

With this agreement, and definition of the site boundaries of the museum, a development project is planned which would include provision of a small exhibits museum and carriage storage shed; a two-road locomotive shed to accommodate two tender and two tank engines; and a station with an island platform between the down through sidings and the museum tracks.

Initially, a grant from the Manpower Services Commission's Job Creation Scheme will enable the museum to employ a supervisor, tradesmen and young people to tidy-up the site.

Selsey Tramway walk

A SPONSORED walk over the route of Hundred of Manhood & Selsey Tramway, later known as the West Sussex Railway, is being planned by the Sidlesham Good Companions Club for Sunday, May 1, starting about 08.00. The line, open from 1897 to 1935, ran eight miles from Chichester to Selsey. Sponsor forms may be obtained from Mr. Charles Roe, 82 Fletchers Estate, Sidlesham, Chichester, W. Sussex.

Routes to Drax

CONTRARY to a "correction" quoted in February (page 96), Mr. J. Everett points out that our map in December (page 613) was correct in showing a branch running to Drax power station from the East Coast Main Line near Selby. The branch is the remains of the Selby–Goole line and is in daily use by *oil* trains running to the power station from the South Humberside refinery of Lindsey Oil Refinery Limited. At present trains made up of eight to ten 100-ton g.l.w. wagons are scheduled to leave Lindsey at 04.07 and 08.45, returning from Drax at 10.43 and 16.00

COMING EVENTS

Brief details of special trains and tours, visits, exhibitions, meetings and other events are invited for inclusion in these columns provided the activities are not restricted to members of the organisation concerned. Items must be received by the Editor in this form not later than the 15th of the penultimate month preceding intended publication.

Enquiries from readers about events should be accompanied by a stamped addressed foolscap envelope.

SPECIAL TRAINS

Apr. 1-3 (Fri.-Sun.). British Railways, Eastern Region (BR, ER). "West Highland Express". From Chesterfield, Sheffield and Rotherham to Fort William and Mallaig and back. Fare (inc. reserved first-class seat): £7·75 (child £5·25). Sleeping berth (if available) £7 extra. Details: BR Divisional Manager, Room 502, Sheaf House, Leadmill Rd., Sheffield S1 2BQ (tel.: 0742 739660).

Apr. 2 (Sat.). Lea Valley Railway Club. "Red Dragon". Waterloo to S. Wales, inc. Llantwit Major, Tondu, Maesteg or Nantymoel, Ogmore Vale Extn., Jersey Marine, Hendy loop and Gwaun-cae-Gurwen. "TC" stock with locomotive at each end. Refreshments. Fare: £7·95 (first-class £11·45, compt. £59·50). Details: Lea Valley Railway Club, 61 Vicarage Rd., Ware, Herts. SG12 7BE.

Apr. 2 (Sat.). BBC Radio Blackburn/Worth Valley Railway. "Radio Blackburn Special". Chorley, Leyland, Preston, Bamber Bridge, Blackburn, Hellifield, Keighley (for steam train on KWVR), York (for NRM), return via Rose Grove (s.d.), Accrington (s.d.), Rishton (s.d.) and Blackburn (s.d.), then as outward. Fare: £4 (child £2). Details: Worth Valley Railway, 168 St. Davids Rd., Leyland, Lancs. (tel.: Leyland 23741).

Apr. 2 (Sat.). Wirral Railway Circle (WRC). "London Special '77". Rock Ferry (approx. 08.00), p.u. at Bebington, Port Sunlight, Spital, Bromborough and Hooton, to London Euston. Return to Rock Ferry (approx. 23.00), s.d. at p.u. points. Light refreshments. Motive power: "40" requested, Rock Ferry–Crewe. Fare: £4·75 (Child £3). Details: C. Magner, 22 Mayfield Rd., Lower Bebington, Wirral, Merseyside L63 3DT.

Apr. 3 (Sun.). **Steam on BR.** Birmingham Rly. Museum/Warwick Castle. "Kingmaker/Bookman". Birmingham Moor St. to Warwick and return, steam-hauled by 7029, *Clun Castle*. Fare: £3·95 (child £2·95), inc. day adm. to Warwick Castle and Birmingham Rly. Museum. Details: Miss S. Swainson, Warwick Castle, Warwick.

Apr. 3 (Sun.). **Steam on BR.** Wight Locomotive Society. "Midland Wightsman". Leamington Spa to Tyseley (for Birmingham Rly. Museum), and return, steam-hauled by 7029, *Clun Castle* (different steam motive power possible on outward journey). Fare: £3·75 (child £2·75). Details: "Midland Wightsman", Coventry Evening Telegraph, Corporation St., Coventry.

Apr. 3 (Sun.). LNER Society. "Torbay Express". Watford Jc. (approx. 07.30), Harrow, Wembley, Kensington O., Ealing Bdy., Slough and Reading G. to Newton Abbot for coach trips to Dartmoor and Castle Drogo, or the South Hams and Torquay, or Paignton for round trip on TSR with *Lydham Manor*. Return Watford Jc. approx. 23.00. Buffet car or trolley service throughout. Details: LNER Society, Little Tile House, Nightingales La., Chalfont St. Giles, Bucks. HP8 4SL (tel.: 02404 2952).

Apr. 9 (Sat.), BR, ER. "Bluebell Train". From Barnsley, Sheffield and Chesterfield to Haywards Heath for steam train on Bluebell Railway. Fare: £5·25 (child £3·25). Details: Divisional Manager, Sheffield (above).

Apr. 9 (Sat.). WRC. "Liverpool Exchange Farewell". Liverpool E. (09.43), Wigan, Manchester, Rochdale, Oldham, Manchester, Bury, Blackburn, Blackpool N., Bolton, Southport, Bootle branch, Liverpool L.S. (approx. 19.04). Motive power: "25" and 5 coaches. Fare: £4·75 (acc. juv. £3). Details: A. Bodlander, 15 Palmerston Rd., Wallasey, Merseyside L44 3DT.

Apr. 9 (Sat.). LNER Society. "North Yorkshireman". London St. Pancras (approx. 07.00) Mill Hill Bdy., St. Albans, Luton, Bedford, Wellingborough, Kettering, Leicester to York for NRM or Malton for coaches to NYMR Grosmont–Pickering round trip. Alternative coach trip to Farndale wild daffodils and Ryedale Folk Museum, or time in Scarborough. Return St. Pancras approx. 23.00. Griddle and buffet cars throughout. Details: LNER Society (above).

Apr. 10 (Sun.). Marlow/Maidenhead Railway Passengers Assoc. Marlow (approx. 07.15) and stns. to Maidenhead and Reading (provisional) to York for NRM and city sights. Inter-City stock with buffet car. Details: D. Corke, 1 Spencers La., Cookham, Berks.

Apr. 11 (Mon.). BR, ER. "Kent & E. Sussex". From Mexborough, Rotherham, Sheffield and Chesterfield to Ashford for steam train on Kent & E. Sussex Railway. Fare: £5·25 (child £3·25). Details: Divisional Manager, Sheffield (above).

Apr. 11 (Mon.). LNER Society. "Lakes Express". Euston (approx. 07.30), Harrow, Watford Jc., Hemel Hempstead, Bletchley, Northampton, Rugby to Carnforth (*Pendennis Castle* in steam) and optional trip to Lakeside & Haverthwaite Rly. Alternative "six lakes" coach trip or cruise on Lake Windermere or Ullswater. Return Euston approx. 23.00. Griddle and buffet cars throughout. Details: LNER Society (above).

Apr. 16 (Sat.). N. Wales Rly. Circle. "Welsh Dragon No. 3". Cardiff (12.30), Newport, Llantarnam Jc., Blaenavon, Panteg Jc., Hafodyrnys, Panteg Jc., Pontypool, Little Mill, Glascoed (BR link), Little Mill, Newport, Cardiff. Fare: £3·75 (juv. £2·50). Details: G. M. Jones, 151 Conway Rd., Llandudno Jc., Gwynedd.

Apr. 16 (Sat.). N. Wales Rly. Circle. "Capital Express". Llandudno Jc. and all stations to Chester, then Wrexham, Shrewsbury and Hereford to Cardiff, to connect with "Welsh Dragon No. 3" (above). Fare: £4 (juv. £2·50). Details: D. G. Owen, 27 Overlea Ave., Deganwy, Gwynedd.

Apr. 16 (Sat.). Festiniog Railway Society. "Torbay Express". Manchester P. (07.35), p.u. at Stockport, Cheadle Hulme, Wilmslow, Crewe (conns. from Chester and Stoke), Wolverhampton and Birmingham N.S., then via Bristol, Exeter and Dawlish to Paignton for steam train to Kingswear and return. Optional visits to Totnes–Buckfastleigh line or cruise to Totnes. Return as outward. Motive power: electric and diesel on BR, steam on DVR. Fare: £5·25 (child £3, optional tours £1). Details: R. D. Dean, 37 Roundcroft, Romiley. Stockport SK6 4LL.

Apr. 16 (Sat.). Merchant Navy Locomotive PS. "Thames-Tamar Express". Waterloo to Lostwithiel, Fowey, Plymouth Friary and Bere Alston with high-speed run Waterloo–Exeter. Motive power: two "33's. Details: MNLPS Tours, 32 Britten Rd., Brighton Hill, Basingstoke, Hants.

Apr. 16 (Sat.). Thompson B1 Locomotive Society. "Dinting–York Express". London St. Pancras (approx. 08.00), p.u. at St. Albans, Harpenden, Luton and Leicester, Derby, Hope Valley line, Godley, Dinting (for steam centre), Woodhead Tunnel, Penistone, Wath, Pontefract, York (4 hrs.). York (approx. 18.00), St. Pancras (approx. 22.30), s.d. at p.u. points. Motive power: "45"/"47" and "76" requested. Fare: £4·95 (child £3·45, first class £6·45; from Leicester £4·45, child £2·95, first class £6·45). Details: Chairman, TBLS, 14 Shepherds Way, Harpenden, Herts. AL5 3HF.

Apr. 16 (Sat.). LNER Society. "Cambrian Coast Express". Euston (approx. 07.00), Harrow, Watford Jc., Hemel Hempstead, Bletchley, Northampton, Rugby to Machynlleth for coaches to Vale of Rheidol Rly., Tywyn for Talyllyn Rly., Fairbourne for Fairbourne Rly., Barmouth for coach trip to Bala Lake, Minffordd for Festiniog Rly., inc. part Llyn Ystradau line, and Pwllheli. Return approx. 23.15. Griddle and buffet cars throughout. Details: LNER Society (above).

Apr. 16 (Sat.). Midland & Great Northern

respectively. They run either via Brigg, Gainsborough and Doncaster, or via Scunthorpe, Stainforth and Applehurst Junction to Selby, where the locomotive runs-round. When the oil trains are not required at Drax, they run to Ferrybridge power station, adds Mr. Everett.

Scotland Street Tunnel, Edinburgh

CONCERNING the tunnel under Edinburgh, between Scotland Street and Canal Street, which was abandoned in 1868 after 21 years' use by the Edinburgh, Leith & Granton Railway (as mentioned in our item in February, page 104), Mr. Colin Menzies writes that the north end remains accessible through large metal doors and until recently was used as a store by a second-hand car dealer. The former Scotland Street Station goods yard mostly is empty and dilapidated, planning permission for building an office block on the site having been refused some years ago so that an open space can be established there eventually. Remains of the southern tunnel portal can still be seen (if one knows where to look), adds Mr. Menzies, in part of the retaining wall on the north side of Waverley Station.

Pacific at Dresden

LOWER photograph reproduced on page 35 of our January issue should have been described as taken at Dresden, not Leipzig, confirms the photographer, Mr. C. P. Harrison. Mr. D. J. Veltom, in drawing attention to the different characteristics of the two East German stations, had pointed out that the locomotive concerned, No. 01 2114, belongs to Berlin shed and so far as he knows Berlin Pacifics had no regular workings to Leipzig in the 1976 summer timetable. They did, however, have several daily workings to Dresden and one duty (apparently that illustrated) was a van train which regularly was to be seen leaving the low-level platforms at Dresden Hbf at 21.20, for Berlin.

Joint Railway Society (M&GNJRS). "Capitals United Express". Euston (approx. 07.00), Harrow, Watford Jc., Bletchley, Rugby and Crewe (free conn. from and to Leicester) to Edinburgh for SRPS depot at Falkirk, city or scenic tours. Buffet and grill meal service. Details: M&GNJRS, 37 Childrey Way, Tilehurst, Reading, Berks. RG3 5EA (tel.: 0734 412266).

Apr. 22-24 (Fri.-Sun.). LNER Society. "Western Isles Express". Euston (approx. 19.00), Watford Jc., Bletchley, Rugby, Birmingham N.S. to Oban for Isle of Mull ferry and coach trip of island or cruises to Staffa (Fingals Cave) or Iona. Return Euston approx. 10.00. Restaurant and buffet cars throughout. Details: LNER Society (above).

Apr. 23 (Sat.). **Steam on BR**. M&GNJRS. "Cathedrals Express". Euston (approx. 07.40), Harrow, Watford Jc., Bletchley, Northampton, Rugby and Birmingham (free conns. from and to Leicester) to Hereford for steam haulage to Chester behind LMS 6201, *Princess Elizabeth*, returning behind GWR 6000, *King George V*, to Hereford. Buffet and grill meal service. Details: M&GNJRS (above).

Apr. 23 (Sat.). **Steam on BR**. Severn Valley Railway. "Severn Valley Limited". Bridgnorth (06.45), Bewdley (07.45), Kidderminster (08.00), Stourbridge (08.15), Birmingham (09.00) and Worcester (09.45) to Chester and return, with 6000, *King George V* Hereford–Chester and 6201, *Princess Elizabeth* Chester–Hereford. Available to SVR members only (membership £2). Fare: £10 (child £7), first-class £15. Details: Severn Valley Railway, Bewdley Station, Bewdley, Worcs. DY12 1BG (tel.: Bewdley 403816).

Apr. 23 (Sat.). BR, ER. "Torbay Steam". From Mexborough, Rotherham, Sheffield and Chesterfield to Paignton for steam train on Torbay & Dartmouth Railway. Fare: £4·75 (child £2·50). Details: Divisional Manager, Sheffield (above).

Apr. 23 (Sat.). Locomotive Club of Great Britain (LCGB), N.W. "Peak Commemorative". Liverpool L.S. (08.15), p.u. at Widnes N., Warrington C., Manchester P., and Guide Bridge, then via Woodhead, Beighton, Toton, Castle Donington, Burton, Birmingham, Nuneaton, Leicester, Toton, Tinsley and return as outward. Motive power: "44" Toton to Toton; "40", "76" and "37" requested for other sections. Fare: £5 (acc. juv. £3·50). Details (send 10p stamp): J. M. D. Bateman, 10 Kentmere Ave., Smallbridge, Rochdale, Lancs.

Apr. 23 (Sat.). Railway Correspondence & Travel Society (RCTS). "Wessex Venturer". Waterloo (approx. 08.50), St. Denys (p.u.), Southampton E. Docks, Dock Railway, W. Docks, Millbrook, Eastleigh, Romsey, Salisbury, Yeovil Jc., Pen Mill, Castle Cary, Witham, Merehead Quarry, Cranmore (for E. Somerset Rly.), Frome, Radstock, Westbury, Trowbridge, Thingley Jc., Chippenham, Swindon, Reading (s.d.), Staines, Waterloo (approx. 21·00). Motive power: "74", "07" and "33" with "TC" stock and buffet car. Details: J. Mitchell, 12 Walpole Court, Hampton Rd., Twickenham, Middx. TW2 5QH.

Apr. 23 (Sat.). Main Line Steam Trust (MLST). Nottingham, Loughborough, Leicester, Market Harborough and Beckenham Jc. to Rye for K&ESR to Wittersham Rd. Fare: £4·70 (£2·20 from Beckenham Jc.). Details: MLST Tours, 117 Coombe Rise, Oadby, Leics. LE2 5TZ.

Apr. 23 (Sat.). Stour Valley RPS. From Colchester and principal stations to Stratford (conn. from Southend) to Malton for train on N. Yorks. Moors Rly. Details: Stour Valley RPS (M), 15 Pilgrims Close, Pilgrims Hatch, Brentwood, Essex.

Apr. 29–May 1 (Fri.–Sun.). BR, ER. "Oban Express". From Chesterfield, Sheffield and Rotherham to Oban for optional coach tours or visit Mull and Iona. Fare (inc. reserved first-class seat): £7·50 (child £5). Sleeping berth (if available) £7 extra. Details: Divisional Manager, Sheffield (above).

Apr. 30 (Sat.). **Steam on BR.** A4 Locomotive Society. Newcastle to York, Carnforth and Newcastle circular tours, with LNER 4498, *Sir Nigel Gresley*, to Carnforth via Leeds. Details: John Longbottom, 33 Lakeside Rd., Kirkcaldy, Fife.

Apr. 30 (Sat.). **Steam on BR.** Humberside Locomotive Preservation Group. Hull, Leeds, York, Scarborough and return. Motive power: Hull–Leeds, "40" or "47"; Leeds, York, Scarborough, York, class "5" No. 5305 (113 miles behind steam). Fares: Hull–Scarborough–Hull £7 (child £5); Leeds–Scarborough–York £6 (child £5). Details: T. W. Tighe, 58 Church Balk, Thorne, Doncaster, S. Yorks.

Apr. 30 (Sat.). **Steam in Ireland.** Rly. Preservation Society of Ireland. Mullingar, Athlone, Galway and back. Motive power; GS&WR 0-6-0 No. 186. Conns. by service trains to and from Dublin. Details: S. Carse, 38 Oakley Rd., Dublin 6.

Apr. 30 (Sat.). Lea Valley Railway Club. "Royal Duchy". Paddington to Cornwall inc. Parkandillack, Newquay, Gt. Wheal Prosper, E. Caudledown, Meledor Mill, Bodmin and Wadebridge. Fare: £9·45 (first-class £13·75). Details: Lea Valley Railway Club (above).

Apr. 30 (Sat.). Thames Valley Travel. "Severn Valley Venturer". Portsmouth, Fareham, Eastleigh and Basingstoke (conns. to and from Coastway stations, Bournemouth, Southampton and Salisbury) to Worcester for coaches to Bewdley and steam train on SVR to Bridgnorth and return. Details: Thames Valley Travel, 27 Albert St., Ventnor, Isle of Wight PO38 1EU.

Apr. 30 (Sat.). LNER Society. "Carnforth Flyer". Euston (approx. 08.00), Harrow, Watford Jc., Hemel Hempstead, Bletchley, Northampton, Rugby and Lichfield to Carnforth for Steamtown (six engines in steam). Alternative coach trip to Lake District. Return Euston approx. 22.30. Griddle and buffet cars throughout. Details: LNER Society (above).

OVERSEAS TOURS

Apr. 23–25 (Sat.–Mon.). Railtours each day behind steam on Chivasso–Aosta–Pré St. Didier line (Italy). Locomotive exhibition of 10 FS steam locomotive types at Aosta Station with photographic run-pasts. Model exhibition. Details: Sig. G. Gianti, GATT, Piazza Risorgimento 8,1-10143 Torino, Italy.

May 4–8 (Wed.–Sun.). LCGB. London Liverpool St. (20.00) for W. Germany, visiting Rheine–Emden line for lineside photography. Return to Liverpool St. 09.15 Sun. Details: B. Garvin, Flat 5, 91 Albermarle Rd., Beckenham, Kent BR3 2JZ.

May 6–15 (Fri.–Sun.). Warwickshire Rly. Society. By rail throughout to E. Germany, visiting Magdeburg, Alexisbad, Saalfeld, Glauchau, Dresden and Berlin. Details: P. R. G. Kennard, 145 Fulford Hall Rd., Tidbury Green, Solihull, West Midlands B90 1QY.

May 20–Jun. 9 (Fri.–Thu.). "To South Africa—for Steam". Johannesburg, Kimberley, Bloemfontein, Port Elizabeth, E. London, Umzinto, Johannesburg, inc. industrial sites at Witbank, Natal coalfield, car linesiding Kimberley—De Aar and coach linesiding in many places. Details: Bill Alborough, 22 Paddock Close, Quorn, Leics. LE12 8AX.

Jun. 2–9 (Thu.–Thu.). "Avoid Jubilee Fuss". Swissair to Zurich for steam special on VBZ, on FS and at Leukerbad, also tunnels and particulars with SBB timetable chief as guide. Details: Bill Alborough (above).

Jun. 24–27 (Fri.–Mon.). LCGB/Industrial Rly. Society. London Liverpool St. (20.00) for Holland, visiting industrial and preservation sites. Return Liverpool St. 09.15 Mon. Details: B. Garvin (above).

VISITS

Apr. 3 (Sun.). National Railway Enthusiasts Assoc. (NREA). Swindon Works only (meet main works entrance, London St. 10.45). Charge: 50p (child 25p). Details: J. A. Byrne, 221 Upper Newtown Rd., Worcester WR5 1JB (tel.: 0905 353842).

Apr. 3 (Sun.). Northern Counties Transport Society (NCTS). Crewe Works only (Goddard St. entrance 14.30). Charge: members 25p; non-members 35p. Details: I. Collier, 23 Kingsway, Worsley, Manchester.

Apr. 8–10 (Fri.–Sun.). NREA. By road from Worcester, Droitwich, Bromsgrove, Bir-

mingham, Stafford, Sandbach, Colbourne, Preston and Carlisle to 28 installations in Scotland and St. Rollox Works. Free day in Scotland for rail travel. Fare: £26·50, inc. permits and two nights accommodation in Edinburgh. Details: J. A. Byrne (above).

Apr. 8–11 (Fri.–Mon.). NCTS. From the North-West and Sheffield to all major depots and stabling points in Scotland. Fare, inc. two nights accommodation: members £14; non-members £14·50. Details: I. Collier (above).

Apr. 8-11 (Fri.–Mon.). Termini Enthusiasts. By rail to Carlisle from 90 inter-city stations, then by road to installations in Scotland. Tour includes three nights hotel accommodation with breakfast. Fares quoted by rail from your home town. Details: Termini Enthusiasts, 12 Finmart House Drive, Weybridge, Surrey.

Apr. 9-11 (Sat.–Mon.). Midland Railfans. By road from Birmingham, Burton, Derby and Stoke via M6 to Scotland for all possible installations. Details: K. Taylor, 27 Bridge Ave. Cheslyn Hay, Walsall WS6 7EP.

Apr. 11 (Mon.). Vale of Rheidol Rly. Supporters Assoc., N.W. By service train from Chester (09.30) to Aberystwyth and Devils Bridge. Party rate fare £3·75 for advance bookings. Details: R. W. Thomson, Dovedale, Prospect Rd., Prenton, Birkenhead, Merseyside L42 8LE.

Apr. 13 (Wed.). SEG. Stratford (London) Freightliner Terminal. Details: P. J. Greenhow, 49 Mitchell Ave., Northfleet, Gravesend, Kent DA11 8AU.

Apr. 16 (Sat.). White Rose Rly. Assoc. By rail to depots in Birmingham area (subject to permits) from S. Yorks. Details: I. M. Spurr, 20 Dovecote Close, Horbury, Wakefield WF4 6DH.

Apr. 16 (Sat.). Montgomerie County Junior School Parent/Teacher Assoc. From Benfleet and Barking to York for National Railway Museum and city. Fare: £5 (child £4). Details: K. Wigley, 22 Virginia Close, Benfleet, Essex.

Apr. 16 (Sat.). Pennine Rly. Society. Derby Locomotive Works only. Charge: members 35p, non-members 55p. Advance booking only—numbers limited to 25. Details: T. Helliwell, 2A Argyle St., Mexborough, S. Yorks.

Apr. 17 (Sun.). NREA. By road from Birmingham, Bromsgrove, Droitwich, Worcester, Gloucester and Bristol to 11 installations in the West Country. Fare (inc. permits): £7·50. Details: J. A. Byrne (above).

Apr. 23 (Sat.). South Wales Rly. Society. From Cardiff and Bristol to depots in London area. Fare: £7·50. Details: S. R. Smith, 45 Kenwood Rd., Ely, Cardiff.

Apr. 23 (Sat.). NREA. Crewe Works only. Meet Goddard St. entrance 10.15. Charge: 50p (child 25p). Details: J. A. Byrne (above).

Apr. 23 (Sat.). Pennine Rly. Society. From S. Yorks. to depots in London area, inc. Stratford, Hornsey e.m.u., Hither Green and Old Oak Common. Advance booking only—numbers limited to 25. Details: T. Helliwell (above).

Apr. 23/24 (Sat./Sun.). NCTS. From North West to installations in Swindon and Eastleigh areas, inc. Swindon Works. Fare: members £5, non-members £5·50. Details: I. Collier (above).

Apr. 24 (Sun.). Worcester Locomotive Society (WLS). By BR excursion from Worcester area to Keighley (for KWVR) and Carnforth (for Steamtown Rly. Museum). Details: J. R. E. Moreton, 31 Laxton Close, Crowle, Worcester WR7 4BH.

Apr. 30 (Sat.). NREA. By road from Bristol, Gloucester, Worcester, Droitwich, Bromsgrove, Birmingham, Burton and Derby to 17 installations in S. Yorks. Fares (inc. permits): Bristol and Gloucester £8, other points £7. Details: J. A. Byrne (above).

Apr. 30 (Sat.). SEG. Conducted excursion by scheduled services to commemorate the final run by "Hastings" d.e.m.u. on Brighton–Exeter service. From Brighton and intermediate stations to London to connect with 09.00 Waterloo–Exeter St. Davids; return by 13.55 (last d.e.m.u.) Exeter St. Davids to Brighton. Return to starting points by connecting services from Brighton. Fare: £3·90 (acc. juv. £2·75). Bookings (state starting point): B. W. Rayner, 6a Purley Parade, High St., Purley, Surrey CR2 2AB.

MEETINGS

Apr. 1 (Fri.). LCGB. Methodist Church Hall, Trafalgar St., Gillingham, Kent. 19.45. "Across America" (illus.): B. J. Holden.

Apr. 1 (Fri.). Stephenson Locomotive Society (SLS). Room 36, Newcastle Central Station. 19.00. "The Highland Railway and David Jones": K. R. M. Cameron.

Apr. 1 (Fri.). RCTS. Carnforth Hotel, Lancaster Rd., Carnforth. 19.30. "More closed railways": R. D. Forster.

Apr. 1 (Fri.). Steam Safaris. Room G17, University of Aston, Birmingham. 19.30. "South American Safari": L. Tindall.

Apr. 2 (Sat.). SLS. YMCA, Mount Pleasant, Liverpool. 19.00. Members' slides (after AGM).

Apr. 2 (Sat.). SLS. Bourne Hall, Ewell, Epsom, Surrey. 19.00. Members' 10-min. talks (illus.).

Apr. 4 (Mon.). LCGB. Grosvenor Centre, Ashburnham Rd., Bedford. 19.30. "Cambrian holiday" (illus.): S. Stollery.

Apr. 4 (Mon.). RCTS. EMEB Sports Club, Angel La., Northampton. 19.30. Members' slides.

Apr. 4 (Mon.). SEG. Up Platform Buffet, Worthing Station, Sussex. 19.30. "Railway paintings": Redmore Church.

Apr. 4 (Mon.). LCGB. "Starting Gate", Station Rd., Wood Green, London N22. 19.30. "By rail from Melbourne to Alice Springs" (illus.): D. Menzies.

Apr. 4 (Mon.). Great Western Society (GWS)/Birmingham Rly. Museum Assoc. Motordrome, Colebrook Rd., Greet, Birmingham. 19.45. Talk: C. Paget.

Apr. 4 (Mon.). WLS/Cheltenham Rly. Colour Group. The Lypriatts, Lansdown Rd., Cheltenham. 19.30. "Trains in action" (illus.).

Apr. 5 (Tue.). RCTS. YMCA, Peter St., Manchester. 19.30. "New Zealand Railways": J. W. Sutherland.

Apr. 5 (Tue.). GWS. Bridgend Recreation Centre, Bridgend. 19.30. "Railway development in the Rhymney Valley": T. J. McCarthy.

Apr. 5 (Tue.). Chartered Institute of Transport, Northern Section. Room 144, First Floor, Newcastle-on-Tyne Polytechnic, Northumberland Building, Northumberland Rd. 18.00. "Development of North Sea passenger services": B. G. Curzon, Sales Manager, North Sea Ferries Limited.

Apr. 5 (Tue.). Talyllyn RPS. Star Tavern, Belgrave Mews West, London SW1. 19.00 "Plynlimon & Hafan Tramway" (illus.): E. A. Wade.

Apr. 6 (Wed.). Narrow Gauge Rly. Society. Roebuck Hotel, Station Rd., Stoke-on-Trent. 19.30. "Colorado railroading, 1975" (illus.): M. Swift.

Apr. 6 (Wed.). WLS. Ecumenical Centre, Redditch. 20.00. "Involvement with steam" (illus.): A. T. Dowding.

Apr. 6 (Wed.). SLS. Carnegie Room, Central Library, Bridge St., Luton. 19.30. "100 years of the 'Ratty'": J. Shelbourne.

Apr. 6 (Wed.). RCTS. Thurland Hall, Pelham St., Nottingham. 19.30. Members' Slides.

Apr. 6 (Wed.). Pennine Rly. Society. "Masons Arms", Market Place, Doncaster. 19.30. "BR quiz night": K. Marshal.

Apr. 6 (Wed.). Main Line Steam Trust. Village Institute, Manor Drive, Sileby. 19.30. "Las Vegas and bust" (illus.).

Apr. 6 (Wed.). Festiniog Rly. Society. Rectory Cottages, Church Green Rd., Bletchley. 20.00. Talk: R. H. N. Hardy.

Apr. 6 (Wed.). Electric Rly. Society. Fred Tallant Hall, 153 Drummond St., London London NW1. 19.00. "Rapid transit in South America": J. G. Bruce, Chief Operating Manager (Railways), London Transport.

Apr. 6 (Wed.). Sutton Coldfield Rly. Society (SCRS). Wylde Green Library, Emscote Drive, Little Green Lanes, Sutton Coldfield. 19.30. Layout and test track evening.

Apr. 7 (Thu.). Harlow Rly. Circle. Moot House, The Stow, Harlow. 19.30. "Model aircraft and preserved steam" (illus.): W. Simpson.

Apr. 7 (Thu.). Isle of Man Rly. Supporters Assoc. Britons Protection Hotel, 50 Great Bridgewater St., Manchester 1. 19.30. Members slides and films.

Apr. 7 (Thu.). Bath Rly. Society. Smiths Assembly Rooms, Bath. 19.30. "Railways of Portugal": D. Williams.

Apr. 8 (Fri.). RCTS/SLS. County Hotel, Abercromby Place, Edinburgh. 19.30. "A look at a steam locomotive shed": R. Dyer.

Apr. 8 (Fri.). Pennine Rly. Society. "Cock Tavern", Phoenix Rd., Euston, London NW1. 19.30. Illus. talk: S. Barnes and E. Plenty.

Apr. 9 (Sat.). GWS. Wyvern Theatre, Swindon. 19.15. Members' slides.

Apr. 12 (Tue.). LCGB. Wilkinson Centre, West St., Dorking. 19.30. "The withered arm" (illus.): L. Golden.

Apr. 12 (Tue.). WLS. Chequers Bridge Centre, Gloucester. 19.30. Members' slides.

Apr. 12 (Tue.). Wirral Rly. Circle. Williamson Art Gallery, Slatey Rd., Birkenhead. 19.30. Talk: Dr. R. F. Youell.

Apr. 12 (Tue.). Leicester Rly. Society. "Princess Charlotte", Oxford St., Leicester. 19.45. "Southern holiday" (illus.): J. F. Clay.

Apr. 13 (Wed.). Severn Valley Rly. Brunswick House, 30 Wandsworth Rd., Vauxhall, London SW8. 19.30. "Severn Valley Rly., 1963–72" (illus.): R. Port.

Apr. 13 (Wed.). Urie S15 Preservation Group. Godfrey Room, Abbey Community Centre, 29 Marsham St., London SW1. 19.30. "Railways of India" (illus.): G. Styles.

Apr. 13 (Wed.). SCRS. Wylde Green Library, Emscote Drive, Little Green Lanes, Sutton Coldfield. 19.30. Members' slides.

Apr. 13 (Wed.). SLS. United Reformed Church, Widmore Rd., Bromley, Kent. 19.30. "Railways of North America" (illus.): R. F. Roberts and B. Bending.

Apr. 13 (Wed.). S. Yorks. Rly. Photographic Circle. Grapes Hotel, Trippet La., Sheffield. 20.00. "Locoman's eye view": G. Lee.

Apr. 13 (Wed.). SLS. Ilford & W. Essex MRC Rooms, Chadwell Heath Station. 20.00. Members' slides.

Apr. 14 (Thu.). LCGB. St. Michaels Parish Centre, St. Michaels, St. Albans. 19.30. "Railway modelling": D. Moore.

Apr. 14 (Thu.). Southern Forum. Abbey Community Centre, 29 Marsham St., London SW1. 19.15. "Southern electrics—a different pictorial survey" (illus.): G. P. Warren.

Apr. 14 (Thu.). LCGB. "The Old Still", King St., Wolverhampton. 19.45. "British and overseas railways" (illus.): B. Dodd and C. Davies.

Apr. 15 (Fri.). London Underground Railway Society, Hammersmith Town Hall, London W6. 19.15. "Mechanisation of p.w. work", F. J. Faulkner.

Apr. 15 (Fri.). SLS. Railway Institute, Queen St., York. 19.30. "Railways of Rosedale": K. Hoole.

Apr. 15 (Fri.). LCGB. Fred Tallant Hall, 153 Drummond St., London NW1. 19.15. "Pennine railroads, past and present" (illus.): J. Birkbeck.

Apr. 15 (Fri.). Stour Valley RPS/LCGB. Quaker Meeting House, Church St., Colchester. 19.30. "Branch lines to Maldon" (illus.): D. Swindale.

Apr. 15 (Fri.). Merchant Navy Loco. PS. "Pill Box", Westminster Bridge Rd., London SE1. 19.15. Quiz v. Bulleid Society.

Apr. 15 (Fri.). LCGB. Percy Boys Club, New King St. Bath. 19.45. "Dean Forest Rly.": P. Skinner.

Apr. 16 (Sat.). SLS. Central Halls, Bath St., Glasgow. 15.00. "Vanished rails to Hawick and St. Fillans": K. M. Falconer.

Apr. 16 (Sat.). Transport 2000 North West. Albert Hotel, London St., Southport, Lancs. 10.30. Public meeting on future of Southport–Wigan line after withdrawal of grant-aid from Merseyside. Speakers expected from BR, PTE, local councils and local businesses.

Apr. 16 (Sat.). SLS. YMCA, 35 Albion Place, Leeds 1. 18.30. Members' slides (after AGM).

Apr. 16 (Sat.). RCTS. Thornlea, New North Rd., Exeter. 18.30. "The GW hydraulic empire": B. Mills.

Apr. 16 (Sat.). Bournemouth Rly. Club. Meyrick Room, Roundhouse Hotel, Lansdowne, Bournemouth. 14.45. "Recollections of a retired railwayman": J. Bonham-Carter.

Apr. 16 (Sat.). RCTS. Railway Institute, Leigh Rd., Eastleigh. 19.00. "Industrial locomotives of Great Britain": A. Thorpe.

Apr. 18 (Mon.). Poole Transport Circle. Meeting Room, Central Library, Arndale Centre, Poole. 19.30. "Reminiscences of a railway career": F. M. Wright.

Apr. 18 (Mon.). RCTS. EMEB Sports Club, Angel La., Northampton. 19.30. "Steam through the years": W. A. Camwell.
Apr. 19 (Tue.). GWS. BRSA, Temple Meads, Bristol. 19.30. "Severn Valley Rly.": D. C. Williams.
Apr. 20 (Wed.). SEG. YMCA, Wellesley Rd./ Lansdowne Rd., Croydon. 19.15. "Isle of Wight Rlys. in transition" (illus.): I. E. Whitlam.
Apr. 20 (Wed.). RCTS. Thurland Hall, Pelham St., Nottingham. 19.30. "Signalling systems": W. Egan.
Apr. 20 (Wed.). LCGB. Railway Hotel, Earlestown, Lancs. 19.30. "A little bit of Irish" (illus.): W. J. Slater.
Apr. 20 (Wed.). SCRS. Wylde Green Library, Emscote Drive, Little Green Lanes, Sutton Coldfield. 19.30. "Steam in the '50s and '60s" (illus.): H. Sykes.
Apr. 20 (Wed.). Bristol Suburban Rly. Society. "The Star", Soundwell Rd., Kingswood, Bristol. 19.30. "Ship-shape and Bristol-fashion": T. Nichols.
Apr. 21 (Thu.). SLS. Lyonsdown Church Hall, Lyonsdown Rd., New Barnet, Herts. 19.30. "10 years as a Divisonal Manager at Kings Cross and Liverpool Street": R. H. N. Hardy.
Apr. 21 (Thu.). Festiniog Rly. Society. YMCA, 35 Albion Place, Leeds. 19.30. "British canals": J. W. Holroyd.
Apr. 21 (Thu.). Cambridge University Rly. Club. Old Music Room, St. Johns College, Cambridge. 20.25. "The Southampton main line": Dr. E. Course.
Apr. 21 (Thu.). N. Yorks. Moors Rly. Abbey Community Centre, 29 Marsham St., London SW1. 19.15. "A decade and a half" (illus.): A. P. Tatt.
Apr. 21 (Thu.). SLS. Clarendon Hotel, Midland Rd., Derby. 19.30. "Great Northern to Stafford" (illus.): G. A. Yeomans.
Apr. 23 (Sat.). RCTS. Carlton Hotel, Parabola Rd., Cheltenham. 19.30. "Development of BR signalling": BR signalling officer.
Apr. 23 (Sat.). Bournemouth Rly. Club. Meyrick Room, Roundhouse Hotel, Lansdowne, Bournemouth. 19.30. "Photographing model trains": Bournemouth Camera Club.
Apr. 26 (Tue.). WLS. "Old Pheasant" Inn, New St., Worcester. 20.00. "Steam in action" (illus.): M. and N. Crowe.
Apr. 27 (Wed.). Festiniog Rly. Society. Hillmorton Community Centre, Hillmorton Rd., Rugby. 19.30. "Early trips to Blaenau": K. Catchpole.
Apr. 27 (Wed.). Stour Valley RPS. Windmill Hall Annexe, St. Marys La., Upminster. 20.00. "The Glasgow Underground": D. Carson.
Apr. 27 (Wed.). Midland Rly. Trust. Fred Tallant Hall, 153 Drummond St., London NW1. 19.15. "Industrial steam in action" R. Stevens.
Apr. 27 (Wed.). Bradford Rly. Circle. The Centre, Girlington Baptist Church, Washington St., Bradford 8. 19.30. "10 years back": J. W. Holroyd.
Apr. 27 (Wed.). Bulleid Society. Brunswick House, 30 Wandsworth Rd., Vauxhall, London SW8. 19.30. Members' slides.
Apr. 27 (Wed.). SCRS. Wylde Green Library, Emscote Drive, Little Green Lanes, Sutton Coldfield. 19.30. "Non-British signalling": C. Smith.
Apr. 28 (Thu.). RCTS. Wellesley Hotel, Leeds. 19.30. "In search of steam in South Africa": Dr. L. A. Nixon.
Apr. 28 (Thu.). SLS. Livesey-Clegg House, Union St., Sheffield. 19.30. "Mansfield & Pinxton Rly.": J. Cupit.
Apr. 28 (Thu.). LCGB. YMCA, Lansdowne Rd., Croydon. 19.30. "BR steam in the '50s and '60s" (illus.): C. D. D. Newton.
Apr. 28 (Thu.). Rly. Preservation Society of Ireland. St. Judes Church Hall, Sunnyside St., Belfast. 20.15. "Current developments on CIE".
Apr. 29 (Fri.). RCTS. Room 30, South Block, Platform 3, Preston Station. 19.30. "Preston Division of BR": D. A. Fletcher, BR Preston.
Apr. 29 (Fri.). SLS. Room 36, Newcastle Central Station. 19.00 "Private railways of Northumberland".
Apr. 29 (Fri.). LCGB. Fred Tallant Hall, 153 Drummond St., London NW1. 19.15. "Railway aspects of South Africa and West Germany" (illus.): R. Stonehouse.
Apr. 29 (Fri.). Dart Valley Rly. Assoc. Bank Hotel, Knowle. 19.30. Members' slides (after AGM).
Apr. 29 (Fri.). N. Wales Rly. Circle. Rhyl Station, Clwyd. 19.30. Members' slides and films.
Apr. 30 (Sat.). GWS. Ealing Town Hall, London W5. 19.15. Talk: M. Earley.

FILM SHOWS

Apr. 1 (Fri.). GWS. Palmer Building, Reading University, Whiteknights Park, Reading. 19.30. Films: the Rev. E. R. Boston.
Apr. 1 (Fri.). SLS. Settlement Community Centre, Newport Rd., Middlesbrough. 19.00. Films: N. G. Burns.
Apr. 1 (Fri.). GWS. "India Arms" Hotel, High St., Winchester. 19.30. Vintage GWR films.
Apr. 2 (Sat.). SLS. YMCA, Peter St., Manchester. Films: W. A. Camwell.
Apr. 5 (Tue.). Bulleid Society, Sydney Walter Youth Centre, Sussex Rd., Worthing. 19.30. Films in aid of charity.
Apr. 5 (Tue.). Severn Valley Rly. Room 133, The Polytechnic, Wolverhampton. 19.30. "Early BR steam": W. A. Camwell.
Apr. 6 (Wed.). Bristol LMS Club. BR, Bath Rd. Depot, Bristol. 19.30. Films: R. French.
Apr. 13 (Wed.). Midland Rly. Trust. Library Theatre, Tudor Place, Sheffield 1. 19.30. Sound films.
Apr. 13 (Wed.). Bradford Rly. Circle. The Centre, Girlington Baptist Church, Washington St., Bradford 8. 19.30. Film: D. Eccles.
Apr. 18 (Mon.). LCGB. Grosvenor Centre, Ashburnham Rd., Bedford. 19.30. "Steam age relived".
Apr. 20 (Wed.). Midland Rly. Trust. Goldwell Rooms, 6 Ashgate Rd., Chesterfield. 19.30. Sound films.
Apr. 22 (Fri.). GWS. "Black Horse" Hotel, Bridge St., Taunton. 19.45. "Steam kaleidoscope".
Apr. 22 (Fri.). Steam Safaris. Lecture Room, Dunford Hadfields, Tinsley, Sheffield. 19.15. Films of German steam.
Apr. 25 (Mon.). Midland Rly. Trust. Midland Hotel, Chesterfield Rd., Dronfield. 19.30. Films: W. Grant.
Apr. 28 (Thu.). LCGB. "Old Still", King St., Wolverhampton. 19.45. "Czechoslovakia": Dr. B. Veitch.

STEAM CENTRES

Apr. 8–11 (Fri.–Mon.). Southport Locomotive & Transport Museum Society. Steamport Depot, Derby Rd., Southport, Lancs. "Four days of steam". At least one locomotive in steam each day; brake van rides; refreshments; free car park. Daily 11.00–17.00. Adm. 25p (child 10p).
Apr. 8–11 (Fri.–Mon.). Bahamas Locomotive Society. Dinting Rly. Centre, Dinting La., Glossop, nr. Manchester. "Easter steam weekend". Brake van rides; miniature steam rly.; free car park; refreshments. Daily 11.00–17.00. Adm. 20p (child 10p).
Apr. 9–11 (Sat.–Mon.). Quainton Rly. Society. Quainton Rd. Station, nr. Aylesbury, Bucks. "Steam weekend". Daily 10.00–18.00. Charter d.m.u. from Aylesbury all day Mon. only. Adm. 50p (child and o.a.p. 25p).
Apr. 9–11 (Sat.–Mon.). GWS. Engine Shed, Didcot. "Steam open days". GWR train operating; Sales and refreshments. Daily 11.00–17.00. Adm. 50p (child 30p).
Apr. 9–11 (Sat.–Mon.). Dart Valley Rly. Buckfastleigh Station, Devon. "Grand Easter rail and road steam fair". Special passenger and freight trains; demonstrations; traction engines in steam; free car park. Daily 10.00–17.30. Adm. 60p (child 40p). Reduced fares on trains.
Apr. 9–11 (Sat.–Mon.). Bristol Suburban Rly. Society. Bitton Railway Centre, Bristol. "Steam open days". Daily 10.30–17.30.
Apr. 9–11 (Sat.–Mon.). Midland Rly. Trust. MR Centre, Butterley, Ripley, Derbys. "Open days". Historic steam locomotives and rolling stock on display. Adm. 20p (child 10p).
Apr. 9–11 (Sat.–Mon.). Stour Valley RPS. Chappel & Wakes Colne Station, nr. Colchester, Essex. "Steam open days". At least one engine in steam daily; train rides refreshments; car park. Daily 11.00–18.00.
Apr. 10 and 24 (Suns.). Harlington Locomotive Society. High St., Harlington, Middx. "Open days". Miniature steam train rides, 3½ in. and 5 in.-gauge. 14.00–18.00.
Apr. 10/11 (Sun./Mon.). Steam in Hereford. Bulmer Rly. Centre, Whitecross Rd., Hereford. "Public open days". 6000, 6201, 35028, 5786 and *Pectin* in steam; rides on Bulmer Cider Train. Daily 11.00–17.00; photocall for photographers from 07.00.
Apr. 10/11 (Sun./Mon.). Dowty RPS. Northway, Ashchurch, nr. Tewkesbury, Glos. "Open days". *Cadbury No. 1* in steam; five other steam locomotives on display; rides on 2 ft.-gauge steam railway with (provisional) visiting Kerr Stuart engine *Peter Pan*. Daily 14.00–18.00.
Apr. 10/11 (Sun./Mon.). Dean Forest Rly. Society. Parkhead Station, nr. Lydney, Glos. "Open day". 14.00–17.30.
Apr. 16/17 (Sat./Sun.). Severn Valley Rly. Bridgnorth and Bewdley, Salop and Worcs. "Spring steam gala". Non-stop restaurant car train Bridgnorth–Bewdley; shuttle service Bewdley–Foley Park; 40 min. interval service available daily; day rover tickets. 09.45–18.00.
Apr. 17 (Sun.). Steam in Hereford. Bulmer Rly. Centre, Whitecross Rd., Hereford. "Monthly steaming". Brake van rides. 14.00–17.00.
Apr. 24 (Sun.). GWS. Engine Shed, Didcot. "In steam". GWR train operating; sales and refreshments. 11.00–17.00. Adm. 40p (child 20p).
Apr. 24 (Sun.). Quainton Rly. Society. Quainton Rd. Station, nr. Aylesbury, Bucks. "Steam Sunday". 10.00–18.00. Adm. 25p (child and o.a.p. 15p).

EXHIBITIONS

Until Apr. 4 (Mon.). Nuneaton Borough Council. Museum & Art Gallery, Riversley Park, Nuneaton. Railway paintings of M. J. Mabbutt. Weekdays: 12.00–17.00; Sat. and Sun.: 10.00–17.00. Adm. free.
Apr. 2 (Sat.). Rly. Philatelic Group. Baptist Church Hall, Buckminster Rd., Leicester. Second annual convention 09.00–17.00. Refreshments 10.30–16.30. Film show.
Apr. 2 (Sat.). Risborough & District Model Rly. Club. United Reformed Church Halls, High St., Aylesbury, Bucks. Model railways. 10.00–17.30. Adm. 25p (child and o.a.p. 10p).
Apr. 2/3 (Sat./Sun.). Kew Bridge Engines Trust. Kew Bridge Pumping Station, Green Dragon La., Brentford, Middx. "Mini-rail Q77". 11.00–17.00. Adm. 40p (child and o.a.p. 20p).
Apr. 3 (Sun.). Steam in Hereford. Bulmer Rly. Centre, Whitecross Rd., Hereford. Static display of locomotives and stock. 14.00–17.00.
Apr. 8–11 (Fri.–Mon.). Furness Model Rly. Club. Civic Hall, Duke St., Barrow-in-Furness. Model railways and transport. Fri. 14.00–20.00; Sat. 10.00–19.30; Sun. 13.30–19.30; Mon. 10.00–18.00. Adm. 30p (child and o.a.p. 15p).
Apr. 9, 11/12 (Sat., Mon/Tue.). Ravenglass & Eskdale RPS. Sun Pavilion, Valley Gardens, Harrogate. Model railways and engineering. Sat. 10.00–20.00; Mon. 10.00–19.00; Tue. 10.00–18.00. Adm. 30p (child 15p).
Apr. 11–16 (Mon.–Sat.). National Models Exhibition. Central Hall, Westminster, London SW1.
Apr. 16/17 (Sat./Sun.). Bristol Suburban Rly. Society. Bitton Railway Centre, Bristol. "Tribute to 'Westerns' ".
Apr. 16/17 (Sat./Sun.). Stafford Rly. Circle. Borough Hall, Eastgate St., Stafford. Model railways. Sat. 10.00–20.00; Sun. 10.00–18.00. Adm. 20p (child 10p).
Apr. 23 (Sat.). Liphook & District Model Rly. Club. Grayshott Village Halls, Hindhead, Surrey. Model railways. 10.00–18.00. Adm. 20p (child and o.a.p. 10p; family 50p).
Apr. 23/24 (Sat./Sun.). Wolverhampton Model Rly. Club. Pendeford High School, Marsh La., Wolverhampton. Model railways. Sat. 11.00–20.00; Sun. 10.30–17.30. Adm. 30p (child and o.a.p. 15p; family 80p).
Apr. 30 (Sat.). Bishops Stortford Rly. Society. "Triad", Southall Rd., Bishops Stortford, Herts. Railways. Adm. 25p (child 10p).

traffic & traction

EASTERN REGION

ONE of the most remarkable workings for some time occurred on January 20 when class "52" No. 1013, *Western Ranger*, worked into Leeds on the 07.30 from Swansea. Apparently the booked locomotive failed at Swansea prior to departure and this resulted in No. 1013 being summoned to take over the train as it was the only locomotive available. Though intended that the "Western" should work through to Birmingham or Derby, where a replacement would be waiting to take over, no suitable substitute could be found at either location and the "52" carried on, presumably driven by the WR crew accompanied by an ER conductor. On arrival at Leeds *Western Ranger* quickly departed to Neville Hill for fuelling before working back south on the 14.43 Leeds–Plymouth which it worked throughout. The locomotive off the 07.30 *ex*-Swansea usually works back on the 16.38 Leeds–Swansea, but on this occasion the ER operating authorities were obviously keen to send the interloper home as quickly as possible. This is the first recorded appearance of a "Western" at either Sheffield or Leeds in passenger service—and doubtless will be the last.

Latest class "56" locomotives reported to have arrived in Britain from Roumania are Nos. 56 018 and 56 019. On January 22 they were noted passing through Bury St. Edmunds being hauled by class "37" No. 37 026. The same engines were also recorded at Lincoln later the same day though the "37" hauling them had been replaced, presumably at March, by class "31" No. 31 161. Meanwhile trials continue with earlier examples on the Settle & Carlisle line. On January 18 No. 56 004 was noted passing Bingley at about midday in charge of a heavy train of 26 loaded merry-go-round wagons; it is understood that these test trains proceed as far as Appleby, on the LMR, where the "56" runs-round. On January 19 No. 56 006 was seen on a similar working while 56 007 and 56 005 were noted on January 21 and 28 respectively. On December 21 another interesting sight at Bingley was class "40" No. 40 010, ostensibly named *Empress of Britain* but without nameplates, hauling the Glasgow–Nottingham train complete with failed class "45" No. 45 039. The train was running nearly two hours late when passing Bingley.

Special excursions from the North, presumably diverted because of track alterations at Kings Cross, have continued to arrive in Liverpool Street. On January 15 class "40" No. 40 006 worked in on a special from Newcastle while a "Peak" appeared two days later when No. 46 030 headed a schools special from York.

A class "24" was active in the West Riding on February 1 when 24 091 powered a short Normanton–Healey Mills coal train. Later the same day it was seen moving on to a freight train in Healey Mills yard in tandem with class "25" No. 25 202.

A reader has written to point out that our item (February) regarding the arrival of class "47" No. 47 081, *Odin*, at York on November 20 shortly after that of class "52" No. 1023, *Western Fusilier*, was erroneous. The "47" was working the 10.10 Liverpool–Newcastle, having replaced failed 46 056 at Leeds, and not the 07.40 *ex*-Cardiff as stated.

For Eastern Region information we are indebted to Messrs. J. C. Allen, G. W. Bishop, N. K. Bottom, T. Bray, P. Braybrook, J. Bristow, J. M. Bruce, S. J. Cliff, D. Cornwell, D. Cressey, R. A. Danes, I. Dobson, J. Dunford, G. L. Ellis, G. Evans, D. Fenwick, C. Fletcher, S. M. George, R. Haigh, J. E. Hargreaves, G. Houtby, A. Howitt, P. J. Hunter, R. F. James, S. Johnson, D. G. Kilburn, L. McEwan, W. M. McEwan, A. Morris, R. A. Nicholson, G. Oliver, G. K. Petley, D. P. Rainger, R. E. B. Ratcliffe, G. J. Robertshaw, B. R. Scott, M. A. Scott, D. Spencer, S. Swingwood, P. A. Terrington, P. Thorpe, P. Tilley, D. V. Williams and J. G. Willis; and "33027".

WESTERN REGION

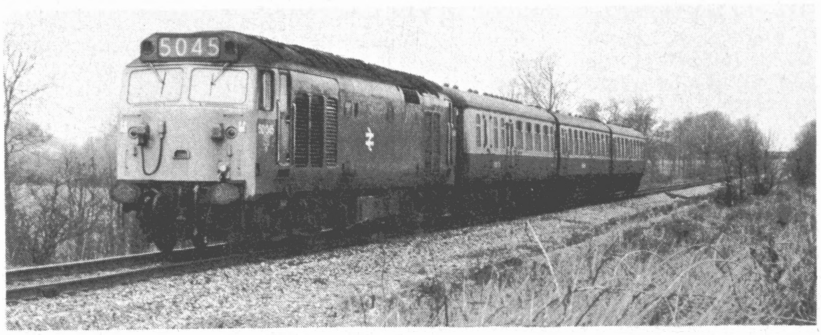
NOT unnaturally "Western" workings continue to provide a large percentage of the WR news during the period under review. The class appears quite frequently on various NE-SW expresses at the time of writing, and indeed No. 1013, *Western Ranger*, lived up to its name on January 20 when it powered a Swansea–Leeds train through to the Yorkshire city (see ER notes). A day earlier Gloucester saw two "Western" workings when 1041, *Western Prince*, worked in on the 08.10 Plymouth–Leeds and later returned to the West in charge of the 09.20 Liverpool–Penzance. The following day sister engine 1023, *Western Fusilier*, was noted on the same diagram. Later in the month, on January 27, the same locomotive powered the 08.00 Bristol–Penzance, while on January 29 that train produced No. 1048, *Western Lady*.

As a result of various mishaps two consecutive down services were noted headed by class "52"s at Exeter St. Davids on January 20. First *Western Lady* came in with the 16.43 *ex*-Paddington, running 108 min. late following an engine failure at Hungerford, the "52 apparently having worked the train from Westbury. Shortly afterwards *Western Ranger* arrived with the 14.43 *ex*-Leeds.

Other "Western" workings noted by correspondents have included *Western Lady*, on the 10.35 Paddington–Plymouth on January 18, and 17.47 Paddington–

Class "52" No. 1013, "Western Ranger", arriving at Derby 8 min. late on January 20 with the 07.30 Swansea–Leeds train, which it worked throughout (see accompanying notes)

Photo: Marc Koch



No. 50 045 and three coaches near Hill Wootton on the Coventry–Leamington line on February 4, returning from Birmingham during a series of crew-training turns preparatory to transfer over this route, from May, of some Paddington–Birmingham services

Photo: G. O. Swain

Westbury three days later. On January 30 this locomotive had returned to the West and took over the 23.45 Paddington–Penzance passenger at Plymouth from a class "47". The most active "52" during January appears to have been *Western Ranger*. On January 13 it was noted on the 10.40 Paddington–Plymouth, while a week later it was in South Wales having worked down on the 00.50 Paddington–Milford Haven—its next turn, of course, being the history-making run on the 07.30 Swansea–Leeds. Two days later No. 1013 appeared on the 08.05 Paddington–Birmingham, while on January 24 it was recorded passing Droitwich on westbound china-clay empties. On January 29 *Western Ranger* found itself in charge of the 23.15 Paddington–Penzance newspaper train which incidentally was diverted via Badminton and Bathampton Junction to regain the direct route at Westbury. This was due to a derailment on the Berks. & Hants. line.

Two SR class "33"s have been recorded on WR metals recently. On January 1 No. 33 047 was noted at Newbury after working a football special from Norwood Junction. Apparently the "33" had worked on to Newbury to facilitate running-round the stock. On January 16 sister engine 33 037 was noted at Newton Abbot.

On January 31 a hybrid d.m.u. consisting of a Metropolitan-Cammell trailer vehicle sandwiched between a pair of Derby-built motor coaches formed the 12.14 Penarth–Rhymney and subsequent services. This is the first recorded appearance of a Metro-Cammell vehicle on a Welsh Valley service.

Hereford-based drivers have started training on class "50" locomotives, and this type is expected to take over operation of the Paddington–Worcester/Hereford service from the start of the new timetable in May.

For Western Region information we are indebted to Messrs. M. R. Arnold, D. J. Ball, A. B. Bayliss, P. J. Davis, P. A. Davey, M. Floate, G. N. Franks, Q. T. Goddard, P. Grimwood, R. C. Griffiths, N. Hoskins, D. P. Hutchinson, P. C. Jackson, W. Jones, P. A. Leese, J. H. Markiw, M. Morley, D. J. McCarry, M. A. Nottage, M. Osman, P. Rees, G. F. Scott-Lowe, J. C. Sharp, C. Smart, R. C. Syn, S. Vaughan and P. Williams; "Western Hussar" and "34027".

Traverser replacement at Wolverton

FIRST of seven traversers to replace ones constructed at the turn of the century has been delivered to Wolverton Works of BRE. The new power operated table, 62 ft. long and weighing 25 tons, was delivered as a complete assembly. Built by ME Mechanical Handling of Peterborough, it replaces one installed more than eighty years ago which was steam-operated until being converted to electric drive in 1929. Renewal of the other six traversers at Wolverton is due to be completed within the next few years.

LONDON MIDLAND REGION

WEST COAST MAIN LINE services were severely dislocated when a Stratford–Manchester Freightliner was derailed at Tring on the evening of January 26. Trains from the North were badly hit, many being diverted into St. Pancras or cancelled altogether; services to and from Birmingham were also curtailed and those that did run were diverted into Paddington. A shuttle service was provided between Euston and Tring—one train being locomotive-hauled by a class "86", incidentally—but passengers for stations beyond Tring were conveyed by buses which operated as far as Leighton Buzzard or Bletchley. When one track had been opened electric services could not be re-started because of damaged catenary and an Aylesbury-based d.m.u. shuttled between Tring and Leighton Buzzard for a time. A reader who was obliged to travel from Euston to Bletchley on the morning of January 27 noted overnight services from the North arriving up to four hours late. Our infor mant boarded the 09.35 departure for Tring which eventually departed at 10.06 and arrived an hour later at Tring, where he transferred to a bus which reached Leighton Buzzard at 11.31—just in time to see a Bletchley-bound train depart! Another train arrived from Bletchley and eventually left at 11.50, depositing its luckless passengers in Bletchley at 12.02.

A notable consequence of the disruption was the appearance of an e.m.u. on the 07.25 Crewe–Carlisle on January 27. It is reported to have worked through-out despite the ban on e.m.us over the Grayrigg and Shap inclines. The unit lost time on the grades, however, managing only 35 m.p.h. on Shap, and arrived at Penrith 25 min. down on schedule.

The West Coast Main Line was not the only LMR route to be blocked by a derailment on January 26, as on the same day the 17.18 Welbeck Colliery–Northfleet merry-go-round train, headed by class "45" No. 45 068, was derailed at Oakley, north of Bedford. Apparently the track had subsided following heavy rain, and although the first half of the train passed over safely the remaining twenty wagons jumped the rails, spreading over the goods lines. One wagon fouled the "up" main track and was hit by class "47" No. 47 120, which was hauling a diverted Liverpool–Euston express; fortunately the locomotive sustained little damage. The Toton and Cricklewood breakdown cranes in charge of 25 052 and 25 310 respectively arrived to clear-up the mess, an operation which was not completed until early on January 28.

Bad weather conditions in the Pennines on

January 13 caused many trains from the Leeds direction arriving at Manchester to be heavily delayed; the worst offender was the 16.15 Newcastle–Liverpool which became immobile in the Leeds area and eventually arrived at Manchester Victoria 142 min. late hauled by class "45" No. 45 038. The 18.05 *ex*-Newcastle was also delayed and reached Manchester 43 min. in arrears. The 17.48 from Hull arrived in Manchester 87 min. late at 21.30 and was terminated at Victoria to enable it to form the 21.32 return service to Hull. Passengers for Liverpool continued by other services.

The activities of the few remaining class "24"s continue to be well chronicled by readers. On December 21 No. 24 081 worked the 17.55 Bangor–Crewe parcels while the following day classmate 24 057 was noted hauling stone trains between Llandudno Junction and Penmaenmawr Quarry. The "24"s have remained active into 1977 though their final demise cannot now be long delayed. On January 14 No. 24 047 was noted in Bescot yard, and next day 24 082 was noted heading towards Barmouth along the Cambrian Coast line at Tywyn with a short freight. Our informant comments that some of the vehicles formed in the train were of the long-wheelbase type and indeed they were from an experimental batch fitted with High Speed Freight Vehicle (HSFV) suspension—hardly necessary for speeds obtaining on the Cambrian Coast line!

For London Midland Region information we are indebted to Messrs. D. Andrew, R. Bagnall, J. Beck, P. A. Biggs, M. P. Burgoyne, S. Cameron, E. Cook, C. M. Cotter, I. N. Denver, G. F. Endacott, G. Evans, P. J. Evans, M. R. Eyre, P. R. Fry, L. P. Gater, S. C. Gunn, D. Hamptor, M. L. Hollingworth, A. D. Kendrick, C. Magnis, J. McGovern, D. Plimmer, P. E. Rose, D. Short, A. R. Skinner, J. W. Sleight, D. Spaven, J. Stephens, C. J. Tuffs, N. P. Webley, G. Williams, M. D. Williams, and G. S. Woodward; and "Badenoch".

SOUTHERN REGION

On January 17 a "Western" appeared on SR metals on passenger duty when No. 1023, *Western Fusilier*, powered the 21.28 Bristol–Salisbury. This train is in fact a combined passenger/parcels working and 1023 was booked to carry on to Eastleigh; however the train is not advertised to passengers beyond Salisbury.

On January 13 "4-VEP" unit No. 7818, forming the 12.42 stopping train from Waterloo to Bournemouth, expired near Fleet. The defective unit was pushed into Fleet by class "33" No. 33 026 which was working a following ballast train. Another unit in trouble on the same day was "3R" No. 1204 which ran out of fuel while working the 22.04 from Redhill to Tonbridge. Despite torrential rain the guard made his way to a signal to telephone for assistance. After twenty minutes class "33" No. 33 061, in charge of an empty oil tank train bound for Grain, buffered up to the rear of the stranded "Tadpole" unit and propelled it to Tonbridge, calling *en route* at all stations.

A most unusual working occurred on February 6 when the 15.08 Waterloo–Waterloo "roundabout" service via New Malden and Kingston was formed of an eight-car set hauled by class "74" No. 74 005. The coaches had arrived at Waterloo the wrong way round after working the 10.10 Exeter–Waterloo and therefore required turning before taking-up their next working: this manœuvre was accomplished by the simple expedient of running the stock "around the houses" via New Malden. Our informant adds that, much to the amazement of Sunday afternoon travellers, the buffet car was staffed and open! The following Sunday the same working was required once again and 74 003 was provided as motive power.

A rare sight at Poole on January 26 was class "31" No. 31 296 which was reportedly engaged on crew training in connection with the introduction of locomotive-hauled trains on the Portsmouth–Bristol service, scheduled to take place from the start of the new timetable in May. Diesel multiple-units are also being displaced from the Brighton–Exeter run in May when a locomotive-hauled set will be provided.

Commencing on January 10 a coal train was booked to run from Willesden to Waddon Marsh (near Croydon) power station; in addition two oil trains from Fawley have been introduced. These are reported to be the first regular freight workings to run through West Croydon for more than three years.

A 1960-built Metro-Cammell Pullman car, No. E337, is reported to be languishing amidst trains of condemned stock at Micheldever, between Basingstoke and Winchester.

For Southern Region information we are indebted to the Rev. J. A. Blacker, Messrs. R. Abbott, C. Baker, T. Blackmore, J. R. Bridges, P. A. Bull, N. Coppin, G. Doyle, A. R. Gunner, R. Hall, N. Hanham, G. Hiscock, M. N. Pantling, C. Rideout, D. K. Richards, M. C. Sadler, J. B. Silver, S. Vern and A. R. W. Wooller; and "30506" and "34005".

SCOTTISH REGION

Shortage of d.m.us in Scotland continues and the situation appears to be deteriorating. On January 27, for example, a reader who travelled from Glasgow to Ayr on the 22.35 *ex*-Glasgow was surprised to find only a two-car rake provided *in lieu* of the usual six-car formation. As both vehicles were power cars improved acceleration resulted, a point which would probably have been lost on first-class passengers who would have searched in vain for the superior accommodation which was not provided. The d.m.u. shortage is also affecting the Dundee area for on December 20 the 15.25 Dundee–Arbroath and 16.28 return were formed of class "26" No. 26 046 powering four coaches.

On January 15 the 10.45 Aberdeen–Kings Cross was noted leaving Dundee in charge of class "55" No. 55 009, *Alycidon*; the "Deltic" had worked north earlier the same morning on an overnight sleeping-car train from London.

Usually the preserve of class "27" locomotives, the Glasgow–Oban line has recently seen intrusions by class "25"s. On January 7 the 07.52 Oban–Glasgow was worked by No. 25 072, which returned north on the 12.55 Glasgow–Oban. On January 11 No. 25 062 was noted on these workings while a week later the 08.35 Glasgow–Oban was in charge of 25 035.

For Scottish Region information we are indebted to Messrs. G. H. Binns, A. J. Cunningham, K. A. Findlay, A. Fyfe, D. Johnson and C. Menzies; and "45214".

MOTIVE POWER CHANGES

LOCOMOTIVES RE-ALLOCATED:

London Midland Region: 25 092/264-TO; 40 095/8-LO; 40 134/79-SP; 44 006-to store; 47 074/95-BS.

Eastern Region: 03 060-HS; 03 149-to store; 03 162-CR; 08 514-to store; 20 068-TI; 20 084-TI then IM; 20 142/3/8-TI; 20 159 TI then IM; 31 109/13/71/81-IM; 47 291-TE; 47 295-IM.

DUAL BRAKE FITTED: 25 106, 31 278.

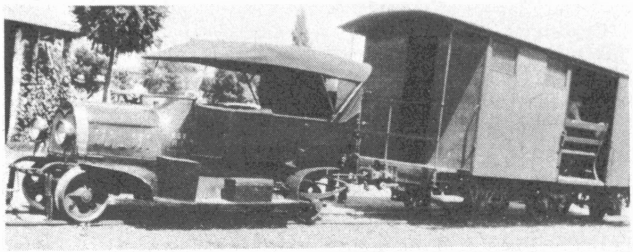
DIESEL MULTIPLE-UNITS WITHDRAWN: 50988/91/2/3/4/7/8; 51001/2/5/6/7/154/5/8/9/60/2/4/5/7/8/71/72; 59450/1/2/3/4/5/60/1/2/4/7/8.

ELECTRIC MULTIPLE-UNITS TO STOCK: 313 041/2/3/ (all Hornsey, ER).

the why and the wherefore

Kecskemét Development Railway

YOUR photograph shows a scene on the Hungarian Kecskemét Development Railway (Kecskemét Gazdaság Vasút—the initials KGV appear on the motor car), a line of 760 mm. (2 ft. 6 in.)-gauge, about 45 miles long which served a forestry industry with a "main line" between Kecskemét and Kiskoros with a



branch to Kiskunmajsa. It was opened in the 1920s, which would be contemporary with your picture. Together with other forestry and estate lines it became part of the State Forest Railways systems in 1955 and was absorbed into the Hungarian State Railways in 1960. We are grateful to Mr. P. M. Kalla-Bishop for information enabling us to identify your photograph.

Reply to: D. J. BUNBY

Crystal Palace atmospheric railway

IN AUGUST 1864 an experimental single-track atmospheric line was opened in the grounds of the Crystal Palace, London. To the design of T. W. Rammell, who had been involved in atmospheric railways since 1857, it was about 600 yd. long and ran in a brick-lined tunnel 10 ft.×9 ft. from the Sydenham entrance to the Armoury, near the Penge Gate. The line included curves of only eight chains radius and a section of 1 in 15 gradient, and on it ran a full-size broad-gauge railway carriage, seating about 35 passengers, with sliding glass doors at each end. Round one end of the carriage was a wooden diaphragm, behind which was a fringe of bristles forming a brush that fitted closely to the tunnel walls.

The carriage started by gravity from the upper end of the tunnel, in the open air. As it entered the tunnel, air-tight doors shut behind it and air was blown through a well in the tunnel floor to push the carriage forward, the journey taking about 50 sec. At the far end, the fan was reversed, creating a partial vacuum into which the carriage was drawn. At the upper end, the airtight doors were opened and the carriage ran by its own momentum to the open-air "terminus". Passengers were carried for a return fare of 6d (2½p) between the hours of 13.00 and 18.00. Power was supplied by a steam engine driving a 22 ft.-dia. fan which exerted a pressure of about 2½ oz. per sq. in. on the carriage.

As a result of this experiment, the Waterloo & Whitehall Railway Company was formed in 1865 to build a commercial line under the Thames between Great Scotland Yard and York Road, near Waterloo Station, T. W. Rammell being the engineer. Work began on October 25, 1865, and the brick tunnel between Great Scotland Yard and the edge of the river was built. However, along with many other projects, the W&WR got caught up in the financial crisis of 1866 and all work ceased. The company was wound-up in 1882 and Rammell, who had been paid in shares, got nothing.

The experimental line at Crystal Palace fell into disuse, and no trace of it remains. In 1975, members of the London Underground Railway Society conducted an archaeological "dig" to try and find it, but though they did unearth a small brick tunnel, about 5 ft.-dia. and 100 ft. long, it was not connected with the atmospheric railway.

Reply to: P. R. PARRY

Tractive effort

THEORETICALLY, tractive effort is the maximum force developed at the rim of the driving wheel of a locomotive, the driving wheels being coupled to distribute the total figure over all points in contact with the rails. Without coupling of wheels, the tractive effort could exceed the adhesion of the locomotive, resulting in wheelslip. For a simple steam locomotive, the formula for calculating tractive effort (T) is:

$$T = \frac{d^2 \times s \times p \times y}{2D} \text{ lb.}$$

where d = dia. of cylinders in inches; s = stroke in inches; p = effective boiler pressure in lb. per sq. in.; y = the number of cylinders; and D = dia. of driving wheels in inches. It is customary to take the effective pressure (p) as 85 per cent. of working pressure, rather than the full figure. Tractive effort takes no account of the capacity of the boiler to raise steam.

Reply to: P. J. BLOOMFIELD

NEXT MONTH...

A North Yorkshire Moors Railway train at the scenic "double bridge" at Thomason Foss will grace the cover of *The Railway Magazine* for May, while on the centre pages the Llanberis Lake Railway makes a colourful splash. In an article

Llanberis Lake Railway Handles the Freight: Vic. J. Bradley, the General Manager, describes how the line is being used to help build a new power station.

Two other articles for this issue are:

Swanage Project Fights On: John Sloboda, Secretary of the Swanage Railway Society, re-iterates its determination to restore trains to the branch.

Spying on Steam: Nils Huxtable finds himself "persona non grata" in Russia for photographing steam locomotives on forbidden territory.

plus "Locomotive Practice and Performance" dealing with high speed in France, "Panorama" illustrations, queries, letters, news and other feature articles.

literature

Forgotten Railways: East Anglia. *By R. S. Joby. David & Charles Limited, Brunel House, Forde Road, Newton Abbot, Devon. 8¾ in. × 5¾ in. 175pp inc. 16pp half-tone illustrations, 10 maps in text and folding map in endpapers. Price £3·95.*—Probably the most outstanding of the forgotten lines of East Anglia is the Midland & Great Northern Joint, most of which disappeared almost overnight, to the accompaniment of cheers from Liverpool Street and the ghosts of those Great Eastern managers who had resented it for so long. Mr. Joby follows the usual pattern of this series by dividing the area into districts and treating each one in a separate chapter. This results in some repetition, but certainly makes the narrative more orderly. The customary gazetteer will assist the present-day field researcher, as will the thorough index and detailed bibliography.

The Rich are With You Always. *By Malcolm Macdonald. Hodder & Stoughton Limited, 47 Bedford Square, London WC1B 3DP. 8½ in. × 5½ in. 483pp inc. seven line illustrations. Price £5·25.*—Readers of Mr. Macdonald's previous novel "World from Rough Stones" (reviewed *RM* April 1975, page 210) will welcome this sequel to the adventures of John Stevenson, the navvy who became a large railway contractor. The story is as lively and earthy as the earlier one, though there is not quite as much railway activity. The author has done his homework well, to give an authentic background, and the real character of George Hudson, the "Railway King", is worked into the story, which follows Stevenson's firm weathering the "Railway Mania", building railways in Britain, France and Ireland and tendering unsuccessfully for the Crystal Palace.

The Coaching Stock of British Railways 1976. *By P. Mallaband and L. J. Bowles. Published by the Railway Correspondence & Travel Society and obtainable from its Hon. Assistant Publications Officer, "Rannoch", 72 Upper Way, Upper Longdon, Rugeley, Staffs. WS15 1QA. 8 in. × 5¾ in. 138pp plus six pp half-tone illustrations. Card covers. Price £1.*—After an interval of four years, the RCTS has revised and updated its invaluable coaching stock booklet, and one can only admire the dedication and hard work that must have gone into its preparation and checking. Rationalisation has swept all but 23 non-standard vehicles out of passenger service; among these gallant survivors is the "Nightcap Bar", the last true Pullman car to remain in stock. Also listed are the 14 royal train vehicles, the earliest dating from 1906 and 1908, plus the new royal coaches being converted from standard stock.

Bulleid of the Southern. *By H. A. V. Bulleid. Ian Allan Limited, Terminal House, Shepperton, Middlesex TW17 8AS. 8½ in. × 5¾ in. 299pp. 100 half-tone illustrations, 53 figs. in text. Price £5·95.*—A fuller and more personal biography of the last CME of the Southern Railway than has previously appeared, but also a good technical account of his work with a considerable amount of new material and many new photographs. For a biography of the author's father this book is more objective than might have been expected and filial piety is not overdone. Being written by a qualified engineer the technical features are correctly dealt with, but without in any way detracting from the smooth flow of the narrative and readable quality of the text. The book is well printed and errors are very few; the prefix un-, or non-, seems to have been dropped before "articulated" on page 32. In the group in plate 50, the figure between Bulleid and Riddles is wrongly named, but this does not affect the story.

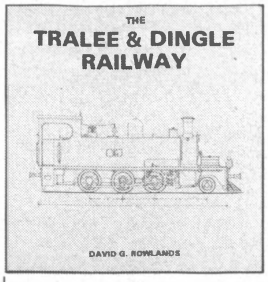
There are numerous diagrams and good descriptions of how the various designs developed from early ideas to final product, with reasons why this or that proposal was discarded. The work of Bulleid's staff and colleagues is properly acknowledged. This book is a valuable addition to the literature of the steam locomotive and is well worth reading and even more worth having on hand for reference. D.R.C.

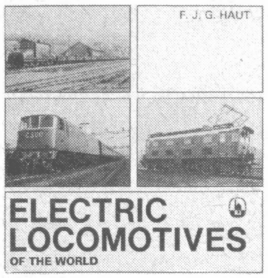
Reflections of the Great Western. *Price* £2·70. **Silhouettes of the Great Western.** *Price* £2·95. **Shadows of the Big Four.** *Price* £2·95. **Echoes of the Big Four.** *Price* £3·30. *By R. J. Blenkinsop. Oxford Publishing Company, 8 The Roundway, Risinghurst, Headington, Oxford. 11¾ in. × 8¼ in. 96pp. each. Illustrated.*—Mr. Blenkinsop has an eye for a fine steam scene and, while he admits that his favourite railway is the Great Western (as can be deduced from two of the above titles), the other three lines of the "Big Four" are fairly and capably dealt with in the other two albums. The captions are brief and informative and the few close-ups of mechanical details reveal his close understanding of steam as a trained engineer.

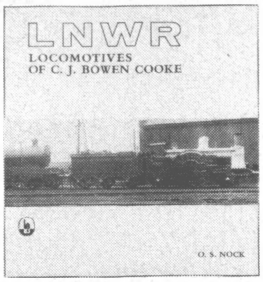
Great Steam Locomotives of all Time. *By O. S. Nock, illustrated by Clifford and Wendy Meadway. Blandford Press, Link House, West Street, Poole, Dorset BH15 1LL. 8 in. × 5½ in. 84pp text plus 64pp colour plates. Price* £2·95.—The text supporting this fine collection of colour plates of World steam locomotives consists of 23 pages of historical background, from the *Rocket* of 1829 to *Evening Star* of our own time, and a further 42 pages describing the individual engines shown in the plates. British locomotives by no means predominate; the author's selection covers every continent that has known the civilising influence of the steam locomotive.

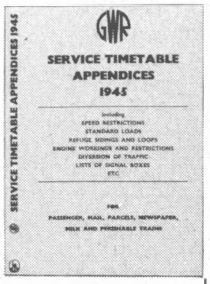
Steam Ramble: No. 1, South and West; No. 2, North and West. *By M. Pope. Ian Allan Limited, Terminal House, Shepperton, Middlesex TW17 8AS. 11¾ in. × 8¾ in. 96pp. each. Illustrated. Price* £3·25 *each.*—The author's railway photography began in the mid-1950s and these two albums, rather than concentrating on a closely-defined area of steam, range freely over wide tracts of country, No. 1 dealing with the former Southern and Great Western territories and No. 2 the LMS, LNER and GW in Wales. The photographs are impressive, but in one or two cases definition is not very clear.

Great Central. *Steam locomotives of the former GCR and LNER at work on British Railways in the* 1950s. *33⅓ r.p.m. 12 in. Argo Transacord Stereo-Mono. Produced by Peter Handford. SPA 461. Decca Record Co. Ltd., Argo Division, 115 Fulham Rd., London SW3 6RR. Price* £1·89 *(also available on cassette).*—Fine clear recordings, mostly on former Great Central lines (some are on the GC/GW Joint line), of pre-and post-grouping engines at work. Peter Handford has captured a wide range of impressions, the clanking of big ends, the rhythm of rail joints (almost forgotten in this age of c.w.r.), some good whistles, and a variety of starts, both slipping and sure-footed. One for the archives.









NEWS FROM TRURO . . . New titles for mention this month include **Southern Steam Locomotive Survey—Urie Classes** (Tony Fairclough and Alan Wills) £3·50; **Electric Locomotives of the World** (F. G. Haut) £3·95; **Scottish Branch Line Steam** (edited by Jack Kernahan) £3·75; **British-built Steam Locomotives Overseas** (J. N. Westwood) £3·75.

British-built Steam Locomotives Overseas is an interesting volume ranging far and wide in its content. In addition to the usual strongholds in which one expects British-built locomotives to be prominent (notably Australia, South Africa, India, New Zealand and South America) some more unusual venues are included—Mozambique, Egypt, Palestine, Ceylon, Holland, Indonesia, Malaya, Cyprus, etc. Most of the photographs were taken by the author on his travels around the world as a university lecturer. His photograph that we like best was taken on the Pakistan Western Railway on the line through the rugged Himalayan foothills up to the Khyber Pass—photographed from the footplate and showing Pathan tribesmen riding on the front buffer beam . . . A vast parade of steam power is illustrated—from hulking great Garratts to cute little Beyer Peacock 4-4-0s. Some modern superpower, others real vintage, but all built to last; products of another day and age, including such venerable features as porthole cab windows, eaved cabs and four-wheel tenders . . . A perfect companion for Brian Fawcett's **Steam in the Andes,** Derek Cross' **New Zealand Steam Spectacular,** D. E. Gudgin's **Vulcan Foundry Locomotives,** Henry Finch's **South American Steam,** and Keith Evans' **Steam Superpower around the World,** which together tell something of the story of Great Britain's once-great steam locomotive-building industry and its worldwide connections . . .

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Spring is a-coming in, and all our seasonal accounts are stocking up for the coming summer . . . if you're visiting the holiday regions of Britain, with a camera, there's probably a volume you'd enjoy looking through before you go, to see what's what—**BR Diesels in the Highlands,** if you're visiting Scotland; **Diesels on Cornwall's Main Line,** if you're going west of the Tamar; **Diesels on the Devon Main Line,** for Dainton and Dawlish etc. If you're visiting Cornwall, in particular, a book you'd certainly be interested in is our reprint of R. J. Woodfin's **The Cornwall Railway,** first published in 1960. This tells the story of the main line west over the Tamar, with chapters on the Royal Albert Bridge, the celebrated Cornwall Railway viaducts, as well as locomotives, rolling stock, the change of gauge, etc. Reading this makes journeys on the Cornish main line doubly interesting, even in this diesel day and age; also included are a detailed gradient profile, and lists of all the viaducts, etc., as well as a map and numerous photographs and drawings. 193 pages in all; £2·95 (either direct or from most main stockists) . . .

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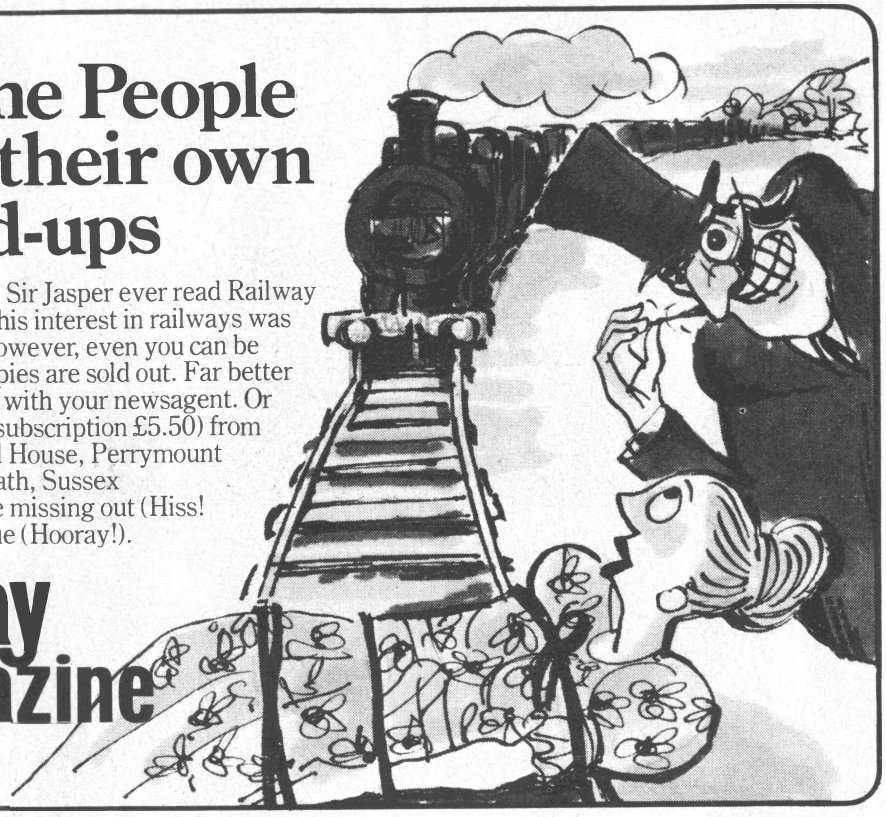

Railway Magazine

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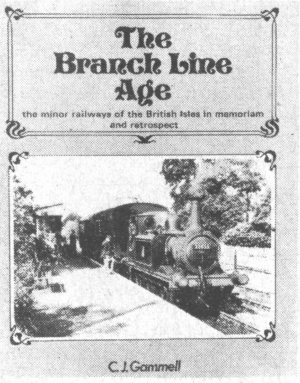

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Details from Railway Mania, British Rail CP27 Western Tower, Reading RG1 1NQ. S.A.E. please.

LNER Rail Tours

THE TORBAY EXPRESS—Sunday, April 3

Watford, Harrow, Wembley, Kensington, Ealing, Slough, Reading to Newton Abbot for scenic coach trips or Paignton for steam trip with "Lydham Manor" over the Torbay and Dartmouth Railway to Kingswear and back.

THE NORTH YORKSHIREMAN—Saturday, April 9

St. Pancras, Mill Hill, St. Albans, Luton, Bedford, Wellingborough, Kettering, Leicester to York for National Railway Museum, Malton for coaches to North York Moors Railway, with 36 miles steam trip Grosmont–Pickering and back or Scarborough for optional scenic coach trip.

THE LAKES EXPRESS—Easter Monday, April 11

Euston, Harrow, Watford, Hemel Hempstead, Bletchley, Northampton, Rugby to Carnforth for Steamtown visit followed by steam trip on the Lakeside and Haverthwaite Railway or scenic coach trips including Windermere and Ullswater cruises.

THE CAMBRIAN COAST EXPRESS—Saturday, April 16

Euston, Harrow, Watford, Hemel Hempstead, Bletchley, Northampton, Rugby to Machynlleth for coach to Vale of Rheidol Rly., Tywyn for Talyllyn Railway, Fairbourne for Fairbourne Railway, Barmouth for scenic coach trip to Lake Bala, Minffordd for Festiniog Railway or Pwllheli.

THE WESTERN ISLES EXPRESS—Friday evening, April 22–Sunday morning, April 24

Euston, Watford, Bletchley, Rugby, Birmingham to Oban for ferry to Isle of Mull and optional visits to isles of Staffa or Iona. Sleeper Berths available.

THE CARNFORTH FLYER—Saturday, April 30

Euston, Harrow, Watford, Hemel Hempstead, Bletchley, Northampton, Rugby, Lichfield to Carnforth for unique Cavalcade and Exhibition Day with six engines in steam. Please see separate advertisement for more detailed information.

THE EASTERN COUNTIES EXPRESS—Saturday, May 7

St. Pancras, Mill Hill, St. Albans, Harpenden, Luton, Bedford, Wellingborough to Loughborough for Great Central Railway, Nottingham for Midland Railway and Crich Tramway, Spalding for Springfields Flower Parade, Norwich for Norfolk Broads Cruise.

THE SNOWDONIAN—Sunday, May 8

Euston, Harrow, Watford, Hemel Hempstead, Bletchley, Northampton, Rugby to Colwyn Bay or Bangor for scenic coach trips to the Festiniog or Snowdon Mountain Railways, Snowdonia and Penrhyn Castle or the Isle of Anglesey.

THE SCILLY ISLES EXPRESS—Friday evening, May 13–Sunday morning, May 15

Euston, Watford, Bletchley, Northampton, Rugby, Birmingham via Bristol & Taunton to Penzance for Scilly Isles cruise. Sleeper Berths available.

THE GLASWEGIAN—Saturday, May 21

Euston, Watford, Bletchley, Rugby to Glasgow for Underground farewell trip on 1896 rolling stock or visit Locomotive Works and Transport Museum. Optional scenic coach trips to Loch Lomond, The Trossachs or Burns' Country.

THE MORAY FIRTH EXPRESS—Friday evening, May 27–Sunday morning, May 29

Euston, Watford, Bletchley, Rugby, Birmingham via Forth and Tay Bridges to Aberdeen for Royal Deeside coach trip or Inverness for Strathspey Steam Railway or scenic coach trips to Loch Maree or Fort George and Loch Ness cruise.

In addition to these tours we have also arranged an interesting programme of tours almost every week-end until the end of October. All trains will feature main-line rolling stock with a Buffet Car or mobile Trolley Service for light refreshments, and many of the longer distance tours will feature a Restaurant or Griddle Car. British Rail tray meals can also be ordered for your added convenience. At fares from about £3·50 for the day tours and £11 for the Scottish week-ends you can afford to bring your family or friends—children are half-price on most tours and there are reductions for parties! First-class travel is also available from £1·50 extra on the day tours and £5 on the Scottish week-ends.

To ensure your copy of our Silver Jubilee future tours brochure, containing details and Booking Forms for the above trips and those till the end of June, please write (9in × 4in S.A.E. appreciated) or telephone

LNER Society

Little Tile House, Nightingales Lane
Chalfont St. Giles, Bucks. HP8 4SL

Tel. Little Chalfont (STD 024-04) 2952

DART VALLEY RAILWAY

Grand road and rail

STEAM FAIR

BUCKFASTLEIGH STATION

DEVON

EASTER WEEKEND APRIL 9, 10, 11

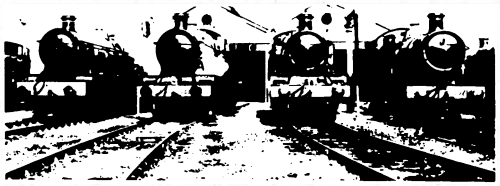
10.00–17.30

★ *Most DVR locomotives running*
★ *Frequent passenger trains*
★ *Vintage coaches in use*
★ *Freight trains and shunting all day*
★ *Steam crane demonstrations*
★ *Traction engines and steam rollers*
★ *Haulage demonstrations*
★ *Circuit with gradients for road engine trials*
★ *Refreshments*
★ *Gift and book shop*

Admission: adults 60p, children 40p

FREE CAR PARK • TRAIN FARES REDUCED

THERE AND BACK IN A DAY — BY MOTORWAY M5/A38. BY TRAIN: SATURDAY, to Newton Abbot then 188 bus, hourly. SUNDAY AND MONDAY: Buses from Newton Abbot are infrequent and visitors by train from London and Birmingham should travel to Exeter, thence 13.05 bus, service 129, from Exeter bus station to Buckfastleigh.



DIDCOT STEAM

AT EASTER

Saturday 9th, Sunday 10th, Monday 11th, April

See the splendour of Great Western steam in action again!

★ Ride the Vintage Train.

★ See restoration work in progress, visit the refurbished engine shed and new carriage shed.

★ Buy your GWR relics and miscellania from Antiquary.

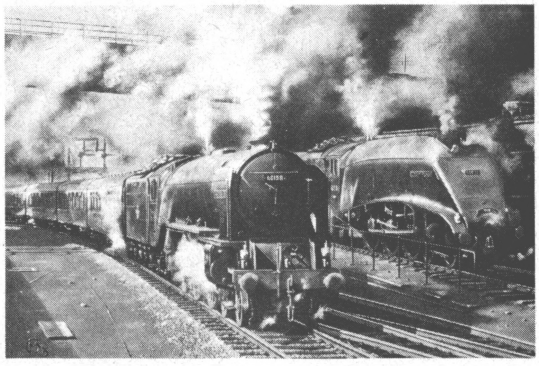
Open 11 a.m. to 5 p.m.

Admission 50p, child 30p

Entrance through Didcot Railway Station—Travel Inter-City 125 from Paddington, Bristol, etc. Bargain fares from many stations.

GREAT WESTERN SOCIETY

DIDCOT • OXFORSDHIRE

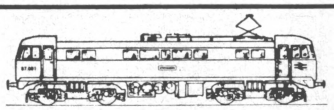


'Pacifics in Perspective' by Chamberlin

Only 85 copies of the limited edition of 500 numbered and signed proofs of Chamberlin's brilliant painting – 'Pacifics in Perspective' – remain unsold.

Reproduced in full colour – 31″ × 20⅝″ plus white border – the prints are ideal for framing or display.

Make sure of your copy by sending £6.00 to Perry Publishing, 84 Leads Road, Hull.



The Stephenson Locomotive Society

Membership is offered to all those who are interested in Railways Old and New.

For an annual subscription you receive "The Journal", our monthly magazine sent free—an excellent range of speakers and topics at meetings throughout the country —access to the Society Library. For further details of membership and other benefits of the Society please send a SAE to:

The General Secretary, The Stephenson Locomotive Society, G. K. J. Kerley, 34 Durley Avenue, PINNER, HA5 1JQ.

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'KINGMAKER-BOOKMAN'
Steam Special

Birmingham (Moor Street) to Warwick & return SUNDAY 3rd APRIL 1977

A colourful and exciting day out for the whole family. Big value ticket includes: ●Journey behind 7029 'Clun Castle'; admission to historic Warwick Castle and grounds where there will be a display by a regiment of the Sealed Knot – the Great Trayne of Artillerye. ●Free admission to the Birmingham Railway Museum on the return journey. Passengers leaving the train at Tyseley station will make their own transport arrangements back to Birmingham.

There may be a special bonus by way of a change of steam engine on the return journey. Details later.

2nd. Class Return Fare
£3.95 Adults £2.95 Child (Under 14)

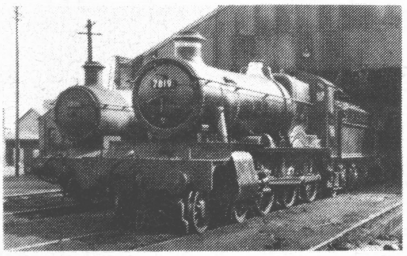
Booking form and details (s.a.e.)
Miss S. Swainson, Warwick Castle, Warwick.

THE S.V.R. MANORS NEED YOUR HELP!

7812 Erlestoke Manor, built Swindon 1/39
(photographed at Rattery, 3/8/57 by N. E. Preedy)

Purchased from Barry in June '73 and arrived at Bewdley via Ashchurch in April '76. £5 shares are available in the *'Erlestoke Manor Fund'* from:

R. H. MARROWS
39 Templeway, Lydney, Gloucestershire



7819 Hinton Manor, built Swindon 2/39
(photographed at Oswestry, 26/5/57 by J. Morgan)

Purchased from Barry and arrived at Bewdley in January '73. £1 shares are available in the *'Hinton Manor Fund'* from:

D. BUSHELL
45 Albert Road, Wolverhampton
West Midlands

Both these locomotives have been rescued from Barry scrapyard and work is well advanced on restoration on the Severn Valley Railway. However, the organisers of both funds still require finance to enable parts and fittings to be bought, hopefully to allow Manor-worked SVR trains to run in 1978.

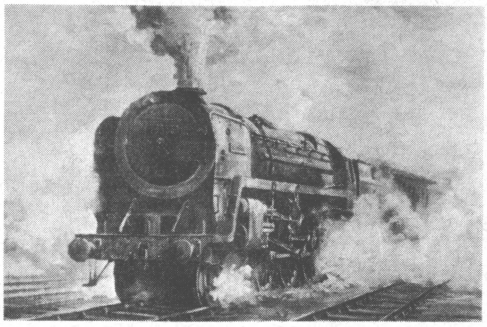
STOP PRESS:

SVR Spring Steam Gala—April 16th and 17th

SVR Vintage Weekend—May 21st and 22nd

Visit the 7812 Sales Coach at Bewdley and the 7819 Sales Stands at Bridgnorth and Arley

"GETTING UNDER WAY"



580 400mm

A magnificent full colour print of No. 70000 Britannia, first of the B.R. Standard Pacifics. A strictly limited number of 500 prints signed and numbered by Geoff Shaw the artist, are available at £7·50 each incl. Overseas £8·80 incl. Block mounted prints (UK only) just £11·50.

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No risk at all, full refund if goods returned in 14 days

BOOK THIS DATE — NOW!

SATURDAY, 30th APRIL, 1977

SEVERN VALLEY VENTURER

Charter Special from the South, departing from PORTSMOUTH, FAREHAM, EASTLEIGH and BASINGSTOKE (Connections from Coastway Stations and the Bournemouth – Southampton line) to WORCESTER, for Steam Hauled Train on the Severn Valley Railway from BEWDLEY to BRIDGNORTH and Return.

For Full Details and Booking Form:
Send S.A.E. to **Thames Valley Travel**
27 Albert Street, Ventnor, Isle of Wight.

DINTING RAILWAY CENTRE LTD.

INVITE YOU TO THE

"EASTER STEAMINGS"

APRIL 8th, 9th, 10th and 11th, 1977
Admission: 20p Adults. 10p Children

Two engines in steam, including 5690 'LEANDER' Brake van rides on the only preserved S.R. Bogie break van — Static exhibits — Refreshments — Picnic area — Large free car park

BUXTON MODEL ENGINEERING SOCIETY

ANNOUNCE

THE OFFICIAL OPENING OF THEIR

3½"/5" GAUGE CIRCUIT

AT THE DINTING RAILWAY CENTRE ON

SUNDAY, 1st MAY, 1977 at 3 p.m.
Admission: 20p Adults. 10p Children

Grand cavalcade — Visiting model engines — Rides — Refreshments — Free car park

The Railway Centre is just off the A57 Manchester — Sheffield Road at Dinting, Glossop, Derbyshire—on the edge of the Peak District National Park.

***RAILTOUR* 77—Saturday, 24th September, 1977**

Manchester — Guide Bridge (p.u) — Newmills (p.u) Sheffield — York — Leeds — Carnforth — Manchester. "Double Headed" between Guide Bridge—Sheffield by 5690 'Leander' and Class '5' and between Leeds and Carnforth by two Class '5's or Class '5' and B1 'Mayflower'

Fares: Excellent value at £8·50 Adults
£4·25 Children

For full details and booking form send S.A.E. (9" × 4") to:

T. E. COZENS
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RCTS

The Society is again able to offer membership and magazine fee for £2·50 (unchanged for three years). Members are offered meetings, visits, discounts on Society rail tours and discounts on new Society publications. For details, specimen *Railway Observer* and publications list send 15p (in stamps) to Dept. M, 160 Hillend Crescent, Clarkston, Renfrewshire G76 7XY.

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THE LOCOMOTIVE CLUB OF GREAT BRITAIN

(Main Club Rail Tours Committee and N.W. Branch)

Present **2 MAIN LINE STEAM-HAULED RAIL TOURS on SATURDAY, 11th JUNE, 1977**
Hauled by ***ex-LNER 4-6-2 No. 4498 SIR NIGEL GRESLEY** between Leeds and Carnforth and by **ex-LMS 4-6-0's 5690 and 45407** between Guide Bridge and Sheffield

*(Subject to availability on the day)

Details of the two tours are:—

(1) FROM LONDON:

"THE AIRE & HOPE VALLEYS RAIL TOUR"

Dep. LONDON EUSTON 07.45, picking up at WATFORD and BLETCHLEY, for fast, Electric-hauled run to CARNFORTH.

Visit STEAMTOWN RAILWAY MUSEUM.

STEAM HAULED. CARNFORTH–LEEDS, photo stop *en route*.

DIESEL HAULED. LEEDS–SHEFFIELD.

STEAM HAULED. SHEFFIELD–GUIDE BRIDGE, via Hope Valley Line with photo stop *en route*.

DIESEL HAULED. GUIDE BRIDGE–DINTING (visit Dinting Railway Centre)–MANCHESTER PICCADILLY.

ELECTRIC HAULED. MANCHESTER – BLETCHLEY (s.d.)–WATFORD (s.d.)–LONDON EUSTON (arr. 22.00).

FULL RESTAURANT CAR SERVICE THROUGHOUT.

FARES (Including admission to Carnforth and Dinting Railway Centres) available by sending foolscap s.a.e. to:—
Mrs. E. FULLER, 34 WHINFELL WAY, RIVERVIEW PARK, GRAVESEND, KENT DA12 4SL.

(2) FROM LIVERPOOL:

"THE PENNINE RANGER RAIL TOUR"

Dep. LIVERPOOL LIME STREET 09.00, Diesel hauled, picking up at WIDNES NORTH, WARRINGTON CENTRAL, MANCHESTER PICCADILLY and GUIDE BRIDGE, thence to DINTING (visit Dinting Rly. Centre) and GUIDE BRIDGE.
STEAM HAULED, GUIDE BRIDGE–SHEFFIELD, via Hope Valley Line with photo stop *en route*.
DIESEL HAULED. SHEFFIELD–LEEDS, via interesting route.
STEAM HAULED. LEEDS–CARNFORTH, with photo stop
Visit to STEAMTOWN RAILWAY MUSEUM.
Return from CARNFORTH by modern traction setting down at PRESTON, WIGAN, BOLTON, MANCHESTER VICTORIA, STOCKPORT, thence via Northenden and Skelton Junction to WARRINGTON CENTRAL, WIDNES NORTH and LIVERPOOL (arr. 22.00).

BUFFET AND GRILL MEAL SERVICE
FARES (Including admission to Carnforth and Dinting Railway Centres, also balancing travel between outward pick up and return set down stations):—
VISITORS £12.00; MEMBERS £11.00; ACC. JUVS. £8.00.
BOOKINGS (Include 8½p stamp with remittances) to:—
Mr. E. N. BELLASS, 29 KINGSWAY, NEWTON-LE-WILLOWS, MERSEYSIDE WA12 8LZ.

Please note the substantial discounts which members enjoy on rail tours. If you would like more details of how to join the LCGB, send a s.a.e. to: **John Cramp, Hon. Gen. Secretary, 8 Lovatt Close, EDGWARE, Middx. HA8 9XG.**

THOMPSON B1 LOCOMOTIVE SOCIETY

Announce the following railtours:

SATURDAY 16th APRIL 1977

"DINTING—YORK EXPRESS"

St. Pancras, (approx. 08.00), Hope Valley Line, Godley Jcn, STOP AT DINTING STEAM CENTRE, Woodhead Tunnel and Wath to YORK. 4 hour stop (NATIONAL RAILWAY MUSEUM, MINSTER, CITY and CASTLE MUSEUM). Dept. approx. 18.00, St. Pancras (arr. 22.30).
TRAIN STOPS TO PICK UP AND SET DOWN AT ST. ALBANS, HARPENDEN, LUTON and LEICESTER.
Motive Power: Class 45/47 and Class 76 (to be confirmed).
Fares: Adults £4·95, Children £3·45 (from Leicester Adults £4·45, Children £2·95) 1st class (all points) £6·45.

SATURDAY 28th MAY 1977

"SOUTH DEVON EXPRESS"

Bedford (approx. 08.00), St. Pancras, Acton Wells, Reading, EXETER (set down). Dawlish, PAIGNTON. TRAIN THEN TRAVELS STEAM HAULED TO KINGSWEAR AND RETURN. Dept. approx. 18.00 to St. Pancras and Bedford (22.30).
TRAIN STOPS TO PICK UP AND SET DOWN AT LUTON, HARPENDEN, ST. ALBANS, ST. PANCRAS and READING (ALSO STOPS TO SET DOWN AND PICK UP AT EXETER and PAIGNTON).
Fares: Adults £5·45, Children £3·75. 1st class (all points) £6·95.

SATURDAY 2nd JULY 1977

"NORTH YORKSHIRE EXPRESS"

IT IS REGRETTED THAT DUE TO COACHING STOCK AND MOTIVE POWER SHORTAGES THIS TRAIN IS POSTPONED UNTIL SAT. 15th OCTOBER 1977 (see next month's magazine for details).

SATURDAY 6th AUGUST 1977

"DINTING—KEIGHLEY EXPRESS"

St. Pancras (approx. 08.00), Hope Valley Line, Godley Jcn, STOP AT DINTING STEAM CENTRE, Woodhead Tunnel, Barnsley and Leads to KEIGHLEY (FOR INCLUSIVE STEAM TOUR ON WORTH VALLEY RAILWAY TO OXENHOPE AND BACK). Departing approx. 18.00, St. Pancras (22.30).
TRAIN STOPS TO PICK UP AND SET DOWN AT ST. ALBANS, HARPENDEN, LUTON and LEICESTER.
Fares: Adults £5·45, Children £3·75 (from Leicester Adults £4·95, Children £3·75). 1st class (all points £6·95).

S.A.E. DETAILS PLEASE:
CHAIRMAN, TBLS, Dept. RM
14 SHEPHERDS WAY
HARPENDEN, HERTS. AL5 3HF

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To be published in eight volumes
Send s.a.e. for further details and order form

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Also of interest to steam enthusiasts:

Steam Engines and Waterwheels **£3·95**

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by L. T. C. Rolt and J. S. Allen (*April* 1977)
Standard Edition **£6·00**
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(*from the publisher only*)

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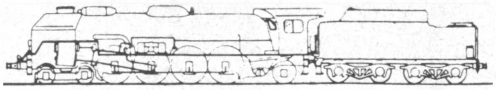

STEAM SAFARIS

The following programme of tours has been arranged for the 1977 season.

TOUR 3/77 TURKEY: 29 March-8 April Flight London-Istanbul, tour by private coach in the Wetern sector Zonguldak, Karabuk, Cankiri, Irmak, Afyon, Tavsanli, Balikesir, Manisa, Izmir. Ten nights bed and breakfast. Fare £210. Hurry! There may be a place left.

TOUR 3A/77 FRANCE: 6-8 May: For F.A.C.S. tour using 230 G 353. Write for details of fare to Paris, hotels and special train or car-hire for photography.

TOUR 4A/77 AUSTRIA: 10-17 July: Flight London-Salzburg, Austria ticket, Bregenzerwaldbahn, Achenseebahn, Zillertalbahn, Erzbergbahn, Steyrtalbahn, Gysev. Estimated fare £150.

TOUR 4/77 POLAND: 23-31 July: Flight London-Warsaw, tour by private coach. Centres dependent upon Polish authorities, to include those in the south of Poland. Dinner, bed and breakfast basis. Deposit £25 by March 31, final cost to be advised.

TOUR 5/77 SOUTH AFRICA: 12-28 August: (NB changed dates) Flight London-Jo'burg, car or caravette hire. Meeting of participants prior to departure to discuss routes and hotels. Deposit £50 by April 15, final cost to be advised.

TOUR 6/77 EAST GERMANY: 3-12 September: Flight London-Berlin, tour by rail Magdeburg, Schwerin, Rostock, Dresden, Saalfeld. Deposit £25 by April 30, final cost to be advised.

TOUR 7/77 PORTUGAL or SPAIN: 6-10 October: Flight London-Porto, car-hire for Douro Valley branch-lines or if steam declines in Portugal then alternative flight London-Bilbao for Spanish Industrial steam. Deposit £10 by July 1st, final cost to be advised.

TOUR 8/77 CZECHOSLOVAKIA: 20-24 October: Flight London-Prague, by rail Plzen, Kladno, Kralovpy, Lovosice, Ceska Lipa. Deposit £25 by 15 June, fare £125.

TOUR 9/77 KENYA: 3-17 December: Write for details.

Please book early and avoid disappointment. Enquiries on tours, sales, films, membership (£1 annually includes 4 issues of "Steam Scene") accompanied by a STAMPED ADDRESSED ENVELOPE PLEASE to:

Keith Hacker
1 Newman Court
Moorgate, Rotherham
W. Yorks S60 3JA
Tel. 0709 74400

Bryan Veitch
15 Beaudesert Road
Hollywood
Birmingham B47 5DT
Tel. 0564 823054

STOUR VALLEY RAILWAY PRESERVATION SOCIETY

SPECIAL TRAIN TO

NORTH YORKSHIRE MOORS RAILWAY AND SCARBOROUGH

(Via YORK)

on

SATURDAY APRIL 23rd, 1977

From:—**COLCHESTER, WITHAM, CHELMSFORD, SHENFIELD, ROMFORD** and **STRATFORD** (Connections from **SOUTHEND**)

FARES FROM:—£4.85 SCARBOROUGH
£6.30 NORTH YORKSHIRE MOORS RLWY.
(Including steam hauled trip)

BOOKINGS TO: STOUR VALLEY R.P.S.
15 PILGRIMS CLOSE
PILGRIMS HATCH
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BRENTWOOD 223831

NORTH YORKSHIRE MOORS RAILWAY

ENTHUSIASTS' DAY

SUNDAY MAY 1st

Likely locomotives in steam include :—

K1 No. 2005
5MT No. 4767
P3 No. 2392
T2 No. 2238

★ 'The North Yorkshireman' and 'The Moorlander' running.

★ Museum and shed viewing gallery open.

★ Full refreshment and car parking facilities.

★ Special 'Day Runabout' ticket.

Full details:—**N.Y.M.R. Pickering Station Tel. 0751-72508**

DART VALLEY RAILWAY ASSOCIATION

present a repeat of last year's tour

"THE TORBAY LIMITED"

SUNDAY, JUNE 19th, 1977

Leamington, Solihull, B'ham New St. (Approx. 8.45).

TO TORQUAY, PAIGNTON and KINGSWEAR.

The train will be steam hauled from Paignton to Kingswear. Enjoy a 4-hour stay at Kingswear to visit historic Dartmouth—or take an optional coach excursion to Buckfastleigh for a ride on the Dart Valley Railway.

Fares: Adults £4·40, Child £2·80.
First Class £5. Coach Trip £1 (DVR train extra).

S.A.E. for booking form:

D. Aitken (RM), 64 Colebourne Road, Kings Heath, Birmingham B13 0EY

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A reprint of C. R. Clinker's fascinating and detailed history of this pioneer Midlands railway £2·50

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A WR review of signalling developments 90p

RAILWAY HISTORY SOURCES £1·00

Severn & Wye Joint Lines 1923 (map and notes) 90p
Timetables: WC&P, 1939, 25p; L&B'ham, 1842, 40p; Midland, Bristol — Birmingham, 1852, 40p

Add 10p postage on orders below £2. SAE for lists

AVON-ANGLIA, 9 POPLAR AVENUE, BRISTOL BS9 2BE

STEAMTOWN RAILWAY MUSEUM
CARNFORTH, LANCS

The largest Railway Leisure Centre in the North West and home of "FLYING SCOTSMAN". 30 Main Line, Continental and Industrial locomotives. Restaurant, Gift Shop, Collectors Corner, Model Railway, Working Signal Box and Coaling Plant, Vintage Saloons, 15 in. Gauge Railway. Free Parking for Patrons.

APRIL 3rd.	*If fine—all locos out of shed, take unlimited photographs.*
EASTER WEEKEND *(Sat., Sun. and Mon.)*	*Steam rides in restored Pullman Car. All facilities open.*
APRIL 23rd & 24th.	*Locos in steam, other locos grouped for photographers, parade of locos, Steam Crane working, rides in Pullman.*
APRIL 29th.	*"The Man Who Loves Giants". David Shepherd at Dixieland Winter Gardens, Morecambe. Talk and Films.*
APRIL 30th.	*Arrival of "SIR NIGEL GRESLEY" to its new home. Locos in steam to welcome a great locomotive.*
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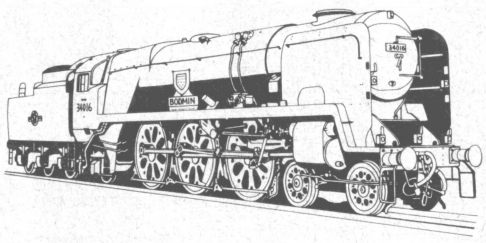

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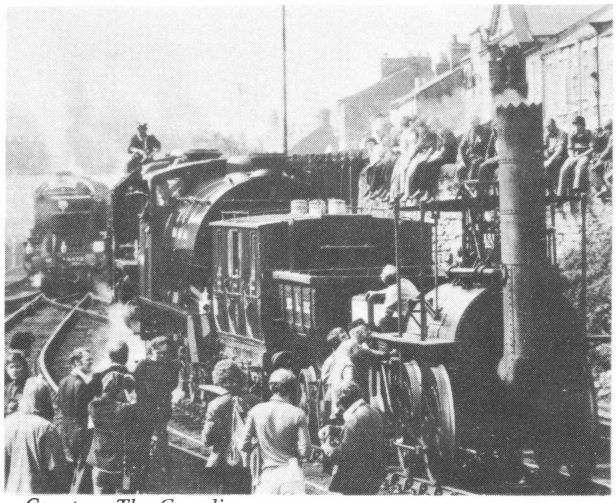

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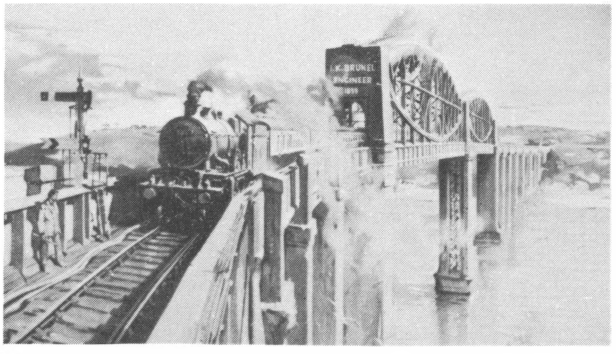

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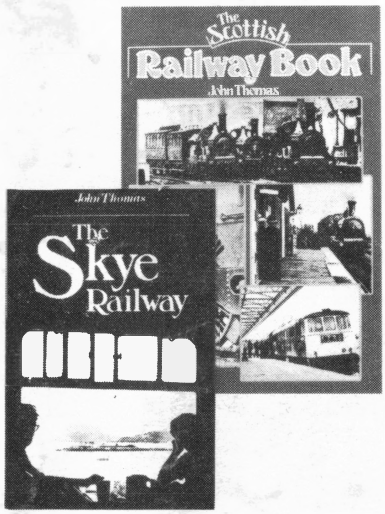

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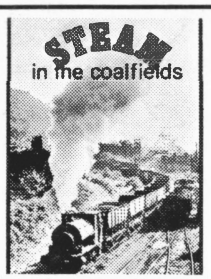

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